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AFTER SPORT

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ROYAL NAVY The Estimates And Construction

(Special Air Mail Service)
London, March 6.
Speculation has been rife concerning the amount of new construction to be provided for in the Navy Estimates which are due to be published to-morrow, but there are circumstances which will operate towards keeping the programme within much the same limits as that of last year. There will, for example, be no resumption of battleship building, notwithstanding the new vessels in this class which have been begun by Germany, France, and Italy. Great Britain, in common with the United States and Japan, has agreed under the Washington and London Treaties not to lay down any new battleship until after December 31, 1936.

Cruiser construction is also restricted under the London Treaty up to the end of 1936. A year ago the First Lord explained that a total of 86,250 tons could be laid down during the three years 1934-36. Last year what he described as "a generous third" of this amount, that is about 28,750 tons, was provided for. A similar amount this year would leave only 22,250 tons to be provided for in 1936. There is no reason why the whole of the 84,250 tons should not be authorized at once, but the policy of the Admiralty has been one of steady replacement.

Destroyer construction is less restricted because at the end of 1936 this country will be short by over 60,000 tons (about 44 destroyers) of the tonnage allowed under the London Treaty. Some increase in the building programme in this class would be natural, if the resources of the shipyards are such as to enable the work to be done promptly, in addition to the arrears of past programmes which have still to be liquidated. The submarine provision will probably be three vessels, as in former years, but that for sloops and auxiliary craft may be more varied. In any case the amount of money required is bound to rise by reason of past commitments. The first large instalment towards the cost of the 1934 programme falls due, as no funds were taken for this last year. In addition, there are liabilities under the programme of 1931, 1932, and 1933 remaining to be discharged.

COMMANDER FOR R.N.E.

The appointment became operative recently of Commander L. F. N. Ommanney to be Liaison Officer with the Mercantile Marine and Royal Naval Reserve in the London area, in succession to Commander C. A. G. Hutchison, N.R. Commander Ommanney has hitherto been in command of the cruiser Constance in reserve at Portsmouth, and in 1931-33 commanded the destroyers Serapis and Witch on the China Station. He was first lieutenant of the Oak and in command of the Itchen, Exe, and Christopher during the War. It was in the Oak that the King

ROYAL AIR FORCE Flying-Boats For Singapore

(Special Air Mail Service)
London, Mar. 6.
It is possible that the three Short Singapore III flying-boats of No. 205 Squadron, en route from Pembroke Dock to Singapore, may be able to resume this week the itinerary prepared for them after the crash in Sicily, in spite of their being held up at Malta by bad weather. The revised programme provided for their arrival at Basra today, and by shortening their stay at Baghdad from three nights to two they could keep to this schedule. In any case they were due to remain at Basra for a week, the base of No. 203 (F.B.) Squadron. The programme for the remainder of the cruise is as follows:—Bahrien, March 11; Ras-al-aimah, March 12; Gwadar, March 13; Karachi, March 14; Uralpur, March 18; Gwalior, March 20; Allahabad, March 22; Bhagalpur, March 25; Chittagong, March 28; Rangoon, March 27; Mergui, April 3; Penang, April 4; and Singapore, April 6.

WING COMMANDER PROBYN

Wing Commander H. M. Probyn, D.S.O., whose appointment for engineer-staff duties at Middle East Headquarters, Cairo, is announced, has been there for a year as senior personnel-staff officer. Wing Commander Probyn joined the R.E. as a pioneer when the War began, was commissioned to the Royal Warwickshire Regiment in 1915, and seconded to the R.F.C. in 1916, gaining the D.S.O. in France. He commanded No. 208 Squadron in Egypt in 1921-25.

SENIOR R.A.F. OFFICER IN THE EAGLE

The appointment is announced of Wing Commander B. E. Baker, D.S.O., M.C., A.F.C., to be Senior Air Force Officer in H.M.S. Eagle, in succession to Wing Commander J. M. Robb, D.S.O., D.F.C., who has had two years in the aircraft carrier. The Eagle was recently transferred from China to the Mediterranean.

Wing Commander Baker has not previously served afloat, but during the past two years has been Chief Flying Instructor at Leuchars, where pilots for the Fleet Air Arm are trained. He has also attended the tactical course at Portsmouth. He entered The Rifle Brigade from Halesbury in January, 1915, and was transferred to the R.F.C. later in the same year. His three British decorations, and also the French Croix de Guerre, were all gained for distinguished service in France, where he served with Nos. 13 and 48 Squadrons, commanding the latter in 1917-18.

travelled from Thurso to Scapa on his visit to the Grand Fleet after the Jutland battle, and in which he steamed round the Fleet.

DIARY OF LOCAL EVENTS

TO-DAY

Tuesday, March 26
Auctions.—Sale of Leasehold Property, "China Auction Rooms, 3 p.m.

Cinemas

King's:—"The Affairs Of Cellini"
Queen's:—"Forsaking All Others"
Central:—"British Agent"
Oriental:—"Hide-Out"
World:—"Chinese Picture"
Alhambra:—"Here Comes The Navy"

Majestic:—"Treasure Island"
Star:—"Little Man, What Now?"

Meetings.—Annual Chinese Estates, Ltd. China Building, fifth floor, noon; Committee, Volunteer Headquarters.

Miscellaneous.—Rotary Tiffin, Hong Kong Hotel; Opening of Aberdeen Industrial School by H.E. the Governor, 3.50 p.m.

Moon.—II Moon, 22nd Day.

Sports

Rehearsals.—Hong Kong Singers, "Elijah," Cathedral, 3.45 p.m.
Hockey.—Punjab Regiment v. Royal Welch Fusiliers (Marina Ground), 5 p.m.; Royal Artillery Officers v. Y.M.C.A. (Marina Ground), 5.15 p.m.

Snooker.—Steel Coulson League, Water Police v. Royal Engineers; Chief and Petty Officers v. Garrison Sergeants; St. Patrick's Club v. Central Police; Dockyard Police v. Prison Warders, 7 p.m.

Sunrise.—6.23 a.m. Sunset.—6.36 p.m.

Tides.—High at 1.21 and 12.13. Low at 5.25 and 20.30.

Wednesday, March 27.

Anniversaries and Holidays.—St. John of Damascus, Doctor of the Church.

Auctions.—Sale of Crown Lands, District Office, Taiipo, 11.30 a.m.

Cinemas

King's:—"The Age Of Innocence"
Queen's:—"The Hell Cat"
Central:—"British Agent"
Oriental:—"Bureau Of Missing Persons"
World:—"Chinese Picture"
Alhambra:—"Here Comes The Navy"

Majestic:—"Treasure Island"
Star:—"Little Man, What Now?"

Entertainments.—Final Concert, Sailors' and Soldiers' Home, 8.30 p.m.

Meetings.—Annual, Women's Section, Y.M.C.A., West Lounge, 4.30 p.m.; General Committee, S. and S. Home, 5.30 p.m.; Kowloon Union Church Women's Guild, 10 a.m.

Moon.—II Moon, 23rd Day.

Religious.—Lenten Address, St. John's Cathedral, 5.15 p.m.; Devotional Meeting for Meditation, Tao Fong Shan Chapel, Bishop's House, 6 p.m.

Social Functions.—Old Alleynian Dinner, Gloucester Building, 8 p.m.

Sports

Hockey.—Hong Kong Hockey Club Seniors v. H.M.S. Hermes (King's Park), 5 p.m.

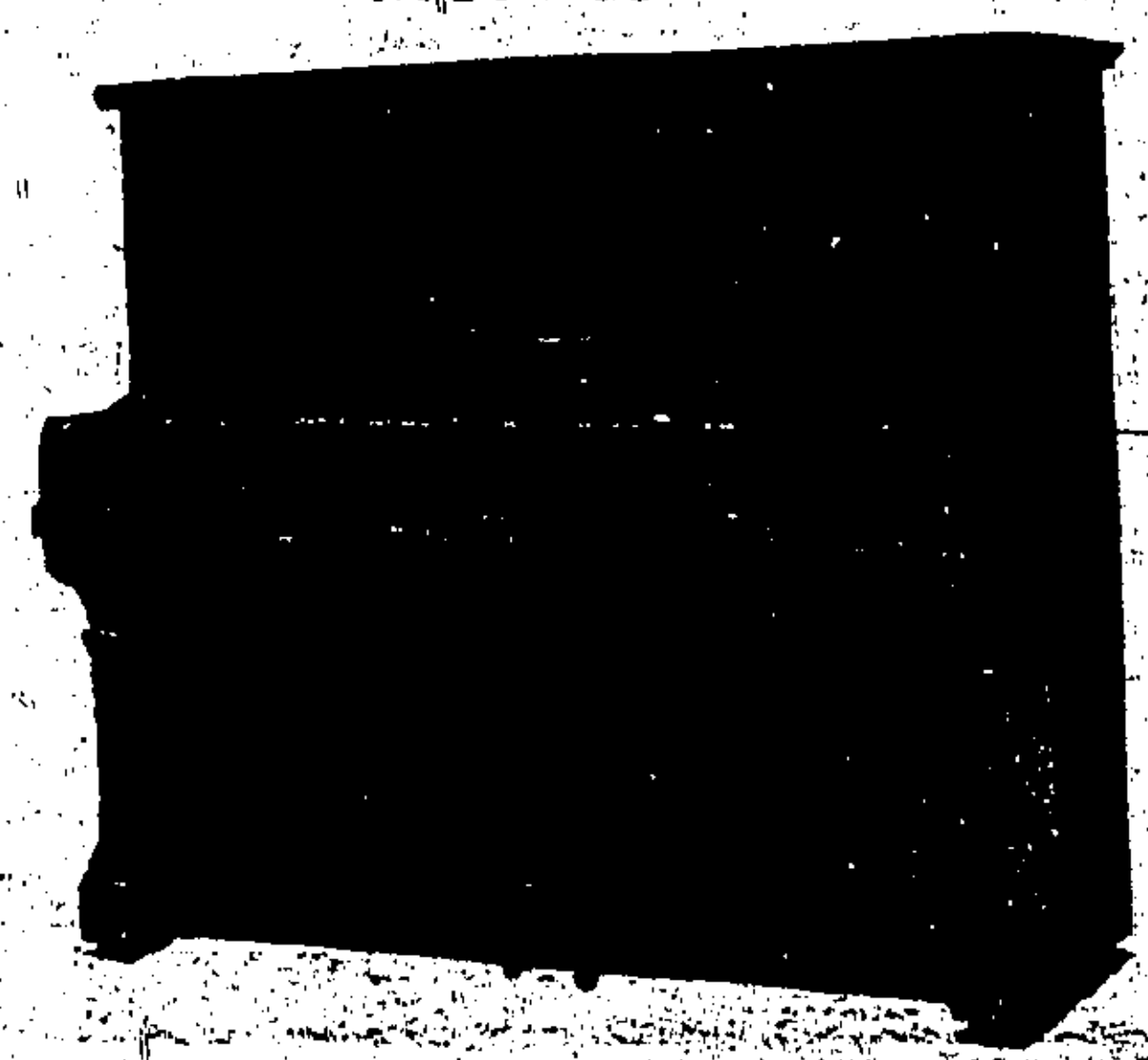
Sunrise.—6.22 a.m. Sunset.—6.37 p.m.

Tides.—High at 3.03 and 13.13. Low at 5.28 and 22.10.

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MOTOR NOTES FROM GREAT BRITAIN

A Loss To The Industry

The British motor industry lost one of its pioneers in the death of Mr. R. W. Maudslay, founder and chairman of the standard Motor Co., at the age of 63. Although trained originally as a civil engineer and employed as chief assistant to Sir John Wolfe Barry, the engineer in charge of the construction of Barry Dock, it was as early as 1902 that he went to Coventry and a year later, with a few helpers, built the first Standard car.

One feature of this car, marked it as being ahead of the times, for it was fitted with side entrance to the rear seats, whereas this did not become general practice until some years later. By the following year the engine was housed under a bonnet, instead of under the bodywork, as in the original production. But it was 1905 that saw a big development for in that year Mr. Maudslay produced a 6-cylinder engine, although such a power unit was not generally adopted for medium-powered cars until 20 years later.

A MILESTONE OF PROGRESS

Two years before the War there began to develop a demand for small and inexpensive cars and this eminent engineer produced a 9 h.p. car with a water-cooled engine to sell at the low price of £200. So successful was this that for the next two years practically the whole of the factory was occupied in building these pioneer "Nine".

War requirements caused a break in the normal activities, such material as shells, aero engines, lorry components, trench mortars and aeroplanes taking the place of the usual peaceful products.

100 CARS IN A DAY

It was a 1927 that the foundation of the present success of the Standard Co. was begun with the production of the popular "Nine". With the introduction of Captain J.P. Black to a responsible executive post, that later developed into

the position of managing director, Mr. Maudslay initiated the rise in the fortunes of the company and lived to see his creation an immense success turning out over 100 cars a day.

AN INTERESTING DEVELOPMENT

It has just been announced that the control of Clement Talbot Ltd. has been taken over by Rootes Securities Ltd., and with this new and progressive direction, the future of this well known make promises to surpass even past records.

During a period of over 30 years the Talbot car has built up an enviable reputation, not only at home, but in many countries overseas. In 1907, for instance, it completed the first crossing of the Australian continent, whilst in 1913 saw the first car, a Talbot, complete more than 100 miles in the hour.

In more recent times, the achievements of this make in the leading sporting events on road and track, including the International Alpine Trials and the Monte Carlo Rally, are too well known to need emphasis. It is satisfactory to know that with the present programme for future development the Talbot enters upon a new era of promise.

1935 RAILTONS

Only minor alterations have been made in the Railton chassis for 1935, the chassis, in fact, is very little different from its predecessor of 1934. The high-compression head giving a ratio of 7 to 1 which was used for some of the cars last year has now been adopted as standard. There is a variation in the length of the front springs, and the only radical change is that the single piece front axle beam used in 1933 is now standard, the articulated front axle of 1934 being dropped.

MOTOR JOTTINGS

SQUEALING BREAKS

One Way To Cure Them

One of the many curable noises which adds to the din of traffic is the squealing of brakes. The squealing may be due to rough brake drums or imperfect brake shoes, but sometimes—even when these have been attended to—the squeal remains. There is a further method to try in elusive cases. Fit an outside metal clip round the outside of the brake drum. The drum is like a bell, since it is attached, especially in the case of cars with knock-off wheels, to a small hub, yet itself may be a foot in diameter. The metal clip, under which is laid a washer of cork (or lamp wick may be used), helps to deaden any sound and suppresses vibration.

Clips to cure squealing are the giant Jubilee metal clips, obtainable for any make or size of drum. They are made on exactly the same principle as the well-known Jubilee clips for radiator hoses, and cost from 2s. to 2s. 6d. each. Jubilee brake drum clips were fitted, for a member of "The Autocar" staff, to a car the brakes of which invariably squealed when the car was brought to a standstill. After fitting, the squealing only occurred on very rare occasions. These brake drum clips are a standard fitting on some 1935 cars.

Incidentally, free samples of Jubilee "hose" clips are available from the manufacturers, L. Robinson and Co., 3, London Chambers, Gillingham, Kent.

Radio-Minded

The doctor's little daughter watched her father testing the heart and lungs of her youngest brother. At last she asked: "Getting any new stations, Daddy?"

MOTORS AND MOTORING

The Rover A Very English Car

It is not often that I am so impressed with the performance and convenience of a new car as I was with those of the 1935 edition of the 10-h.p. Rover. writes a correspondent. One is accustomed to-day to engines with a capacity of anything over a litre doing a mile a minute without much effort or the signs of it; in fact, sixty miles an hour is almost the lowest standard maximum speed for any car rated above 8 h.p.—a circumstance we should have found it difficult to accept only five years ago. Yet I found in the Rover that very rare combination of high maximum speed, comfortable travel, exceptional quietness of operation, and most important of all, proper passenger accommodation.

It would be absurd to say that the six-windowed saloon I was sent for trial is as big as anybody would want it. Within reasonable limits you cannot really have too big a body, but the Rover body sits four people not only comfortably and without cramping, but does so with the rear passengers forward of the back axle and not over or behind it. I confess I did not understand how this was done, on a wheelbase of 8 ft. 9 in., particularly as the engine has not been sent forward in the new fashion. It is still well behind the front axle.

BODY COMFORT

The width has been increased for 1935 by two inches, with good results. There is no elbow-fouling necessary in the two front seats. The floor has been brought low so as to provide the twin comforts of easy entrance and good headroom. The car gains in appearance from its low build, but it is not low inside. It is very well finished and the equipment includes a sliding roof with central control, interior lighting, a parcel-net, and neat ashtrays. The build of the body is excellent, silence being insured by the spraying of all panels, on the inside, with a thick coating of asbestos compound. This is said not only to prevent drumming (there is none, whatever the reason), but to maintain an even temperature in the car winter and summer. Another very good point is the one-piece construction of the steel pressing scuttle, which keeps out heat and fumes from the engine and deadens noise. Tool-boxes are arranged in this pressing.

Another point I like is the accessibility of the business end or all instruments on the dash, which are reached through a sort of manhole in the scuttle under the bonnet. A wise provision. Luggage is carried on a rotating grid combined with the rear bumper. The only criticism I have to make on this coachwork is in the depth of the front seats. Comfort would be much improved if the edges of these were brought forward another three inches, so as to give some support to one's knees.

CAREFUL ENGINE DESIGN

In general design the rubber-suspended engine of the Ten remains the same as last year's. The bore and stroke are 66.5 by 100, which means a capacity of 1,389 c.c. and a tax of £3 5s. Valves are overhead, push-rod operated, cooling is by pump, the temperature being controlled by a thermostat, ignition by battery and coil. Petrol is fed from the rear 9-gallon tank by pump. Yet another evidence of careful work is provision of flexible petrol oil pipes, things I should like to see on all engines, whether rubber-suspended or not. Chassis lubrication is entirely automatic, every bearing being supplied from a single reservoir. The gear-ratios are comfortably high, top being 4.83; third, 7.45, second 11, and bottom an emergency 19.8. On these I was able to reach sixty-four, forty-five, and thirty-two miles an hour without "flogging." The car weighs twenty-four cwt. It is far too much, of course, but such a load indicates the efficiency of the engine.

STEERING AND BRAKES

The Rover is a very English car. That is to say, that it does

its work unobtrusively. No matter how I drove it I was never made aware of any effort. The engine runs with quite exceptional quietness, even at high speeds, and it pulls evenly to the end of its limit. In point of fact you do not seem to discover a limit at all. There is one, of course, but there always seems to be "more to come"—a very restful sensation. The springing is excellent, and the car holds the road well in all circumstances. I should have preferred the steering to be higher-gear, particularly in view of the swiftly reached maximum speed, but I found it safe and steady enough.

Gear-changing, without the freewheel, is very quick and easy, third and second both being practically noiseless. I liked the brakes. The foot-brake, on the four wheels, is the Girling, and extremely powerful. I am not sure that it is not one of the two best trials I have ever known in these trials. The side-brake is a brake and not a parking device. It stops the car properly.

Other features are the "harmonic stabiliser," which keeps the radiator and wings steady on rough roads, the automatic engine re-starter, and the automatically controlled battery-charging.

LIFE AND HILL-CLIMBING

This is a very lively car, with the liveliness of a machine of half its power again. On top and third the acceleration is most satisfying, and nowhere could I discover a flat spot. I liked the way it took its hills. Burgh Heath was begun at 40 miles an hour and the speed rose to 45, dropping back to 40, and only to 38 at the end, where it is steepest.

THE SNOBBERY OF LOCOMOTION

A Similarity Of Thought In All Countries

Already the hatless sportsman, lolling behind the wheel of a shining cigar-shaped affair with an exhaust gubbling like a turkey cock, is smiling gleefully as he shows the "tail" of his new 1935 "bus" to some poor fellow driving only a 1934 model, writes a correspondent. No doubt in a few months' time a superior sportsman will in his turn be showing him the "tail" of a 1936 model.

What a pity cars do not become like furniture! It would be so much cheaper to hold forth about our genuine "rear entrance Edwardian" than to pay the instalments on a new model every year to put our neighbours' noses out of joint.

Unfortunately, however, there is no hope of this higher tone ever entering the motor trade, for, in matters of locomotion, man remains, as he has always been, an inveterate speed and novelty snob.

NO STEERING WHEEL

I shall never forget my first ride in a car. It was in 1902. There was no steering wheel behind which to lounge; there were no deep cushions on which to recline. For all the world it looked like a four-wheeled dogcart minus the horse, and with a tiller instead of reins. We sat back to back and bolt upright, and, as we chugged magnificently along, we scorned our fellow men who travelled behind miserable quad-rupeds.

An uncle, who never ceases extolling the glories of "the eighties," confesses that the greatest moment of his life was at Oxford, when he appeared for the first time in the "High" tooling a newly acquired turnout drawn by a couple of frisky bays in tandem.

IN THE EAST

In the East even the humblest mule can be a "latest model." Let an Arab boy acquire a new donkey and he will don his most

gaily coloured waistcoat and, with red slippers dangling precariously from his toes, he will ride haughtily through the bazaar casting contempt on all around.

The camel, most supercilious of beasts, is a greater snob than his master. Nothing could exceed the utter contempt with which the trotting camel from Nubia, with sheik or tribesman on his back, curls his lip as he passes his brother bearing only a load of firewood.

Life must have been a very dull business before primeval man learnt to travel on anything but his own feet. Perhaps running was in fashion! But as speed provides only half the snobbery of locomotion, the other half being dependent on the possession of the "latest model," I can only imagine that our early forefathers must have spent their time alighting new pairs of sandals!

VINTAGE SHAKESPEARE

(Special Air Mail Service)

London, March 6. There was no sack at the stage party at His Majesty's Theatre in the early hours of yesterday morning. A Falstaffian touch, however, was given by the Rehoboths of Champagne.

These contain eight times the amount of an ordinary bottle. Uncorking them is a formidable business, and caused the eyebrows even of veteran waiters to assume a Robeyish arch.

The hero of the evening was not seen drinking any himself. He was too busy explaining to his admirers that what they thought were Robeyisms were vintage Shakespeares.

One of the biggest laughs of the evening was caused by Falstaff's remark "There's no equity stirring." Many went home convinced that this was an interpolation by Mr. George Robey.

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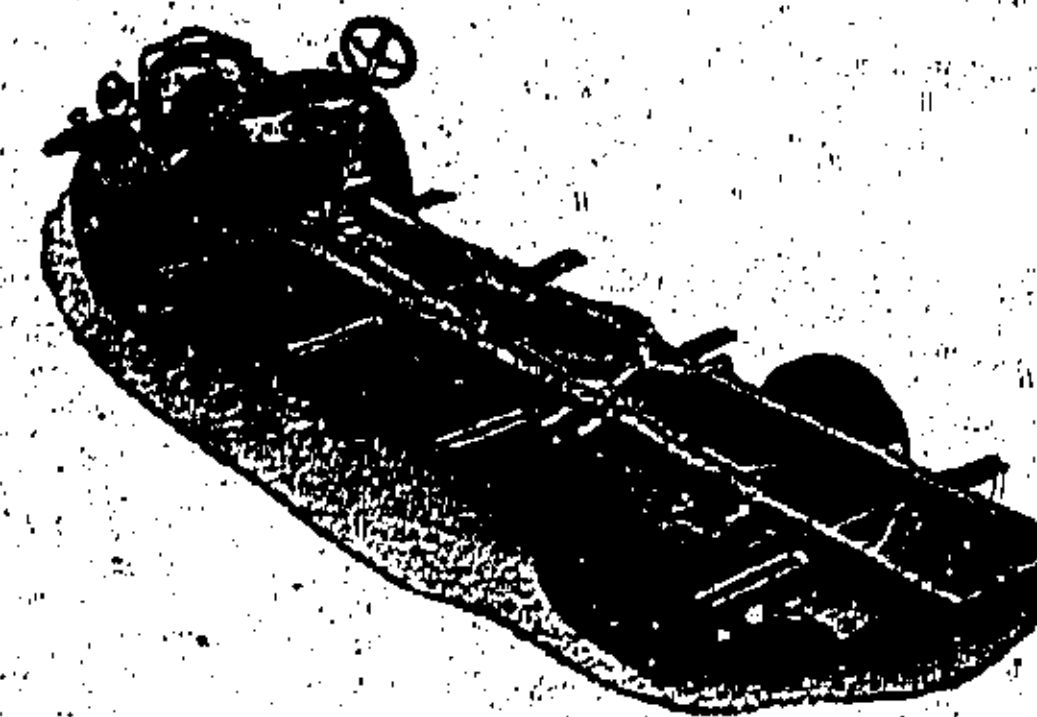
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CARS OF TO-DAY

The Ford De Luxe

The 10 h.p. Ford de luxe saloon, with what is called double entrance, is a smooth traveller with much acceleration and ready power for its size. The car is partly streamlined.

The front seats of this four-door model are comfortable, entrance is good; the driver can get in from the nearside with a little manoeuvring; the seats are adjustable; and the window winders allow draughtless ventilation. The view all round is good, especially for a partly streamlined body, though the pillars could be narrower. The seating at the back is comfortable, and entrance is cleverly devised. Head room is sufficient, and the roof is not unduly low. The flush-fitting traffic signalling arms are ingeniously worked. To work the nearside arm the speed lever knob has merely to be slightly turned to the left, and vice-versa, while a red light is shown in the centre the knob whenever an arm is up.

The engine has side valves and a detachable head, and, with the clutch and gearbox, forms a unit held at three points on rubber. On the outside there are merely the worm and nut steering box—with a ratio of 10 to 1—the starter, and, on the head, the combined fan and dynamo, for the driving belt of which there are means of adjustment. With the upswep front, wings the engine is rather low, but the tappets are not adjustable. The sparking plugs in the head, the vertically driven make-and-break and distributor with automatic advance and retard, the down-draught carburettor, and the oil filler tube are all get-at-able, while the mechanical petrol pump, which has a flexible lead, and the diprod are not difficult to reach. Drainage of the oil must be done from below, as also replenishment of the gearbox and back axle.

A dry single-plate spring-cushioned clutch is fitted. The gearbox has only three forward speeds. There is synchromesh for second and three-quarter floating axle has spiral bevel drive. As both axles have transverse springs they are stayed with radius rods. The four mechanical brakes are worked by pedal, or the back ones only by central hand lever. Rods apply the force throughout, and these are rather long but are tensioned. The transverse spring in front is set and shackled forward on the axle and the one behind at the axle—a good arrangement. There are four double-acting hydraulic shock absorbers. The general design of the car is clever in its reduction of weight.

ON THE ROAD

The performance of this saloon is exceptional in its power and speed. It accelerates more like a larger and sports car than to a standard inexpensive Ten of under 14 litre capacity. It reminded me, in proportion, of the liveliness of the Ford V8, largely because of a good power to weight ratio upon which Ford's enormous sales have from the beginning been founded. In view of the price and what is offered for it, the engine balance and quietness are good enough. The unit is a little rough at times, but this roughness is not pronounced, especially if second be used as it should be. The engine has plenty of pluck and a liveliness which appears unbounded. For example, it is exceptional for a saloon of this engine capacity to be able to run easily up to 60 against a slight rise and yet to be reasonably docile and flexible at low speed on top, and 55 is reached without effort and shortly. In second the car leaps forward with a joyous rush of power, and over 40 can be touched. Sixty-five or so is about the best comfortable speed on top, and 25 on first. These qualities of power and speed make it possible to run at a high average rate, probably in advance of a car twice the power but larger in size. The steering, braking, and suspension make speed safe, though with the cross-springing there is a little side sway with turns at high vehicle rate. Nevertheless, the car travels uncommonly comfortably for one of this wheel-base, and there is the least fore and aft motion or undesirable pitch and toss. The clutch stood considerable abuse and took up its loads well. The gear change is simple and the lever is at hand. It would be better with a stop for reverse. The accelerator pedal should be differently shaped at the end or longer and have a stiffer spring. The hand brake

CAR FOR PRICE OF CYCLE

Hitler's Promise To German People

At the opening of the annual international motor show in Berlin Herr Hitler promised the German public a motor-car that would cost no more to buy and run than a four stroke motor cycle.

"I am glad to be able to announce," he declared, "that a brilliant engineer and his staff have succeeded in finishing the designs for a German people's car. The first model will be tried out during the summer."

Herr Hitler spoke surrounded by rows of shining cars, and did not hesitate to claim that the present prosperity of the German motor-car industry, as revealed in the number and variety of the cars on view, was largely due to Nazi encouragement.

In Germany three years ago there was one motor-car for every 111 persons. To-day there is a motor-car for every 70 persons, and it is Herr Hitler's ambition to make the motor-car as popular in Germany as it is in the United States of America.

One of the purposes of the exhibition is to bring home to the public the importance to Germany of the motor industry and its many allied industries. Herr Hitler estimated in his speech that about 1,000,000 Germans were employed in making motor-cars and their accessories and the roads for the motor-cars to run on.

Part of the exhibition is devoted to a display of models and maps explaining the Government's plans for a network of modern motor roads all over the Reich. Some 400,000 men are already employed in constructing the first of these roads, which Herr Hitler described as the "most modern motor roads in the world and a striking document of peaceful progress."

If speed is all that matters Herr Hitler is probably right in claiming that the new roads are the best in the world. They are wide and straight, avoiding by means of tunnel and bridge all dangerous crossings.

Streamlined bodies are evidently to be the fashion in German cars for the next twelve months. The smallest two-seater to the largest motor bus can be bought with bodies that are the last word in elongated rakishness.

The most unusual car on view is a two-seater with engine behind and luggage accommodation in front.

RUSSIAN AWARD

To British Producer

(Special Air Mail Service)

London, March 6. Russia likes Charles Laughton's acting in his famous film "The Private Life of Henry VIII." A "jury" at the first Soviet cinema festival, which ended in Moscow on Saturday night, especially noted his "excellent and masterly" acting. A diploma of honour was also awarded to the British producer Alfred Green and the American scenarist Robert Lee.

The first prize for films was awarded to the Leningrad cinema factory for the "creation of highly artistic films." Second prize went to the French film "The Last Millionaire," while Walt Disney secured third award for "artistic multiplications films."

lever is worthy of the name; the back brakes, by hand, worked. The four by pedal were strong enough with proper progression. The action was not quite even—a matter of adjustment. The steering wheel is well arranged; the action proved light yet reliable. On the uprated stretch with two up, dry roads, and a slight cross favourable breeze the starting rate of 15 was increased to about 60—the speedometer needle moved up rapidly from 57 to 64, possibly because of some hitch in the cable. The 30 at the foot of the 1 in 24 Dashwood Hill was increased to the surprising rate of 54, and with a standing start on second at the foot of the old hill the car roared up with rapidly increasing speed, finishing at about 40. With a little extra slip given, a standing start on top was made, and the car went to within 180 yards of the crest—remarkable performance.

ELIJAH

Oratorio Given For Charity

"Elijah" and the "Messiah." This undoubtedly would be the answer of every keen choralist, if asked what in his opinion are the two favourite choral masterpieces in England to-day. Mendelssohn's music, in some respects not unlike Handel's, is particularly remarkable for its beautiful vocal writing. Not that it is easy—far from that; but rather because it is grateful to sing, and is always melodious to the ear.

Another characteristic is the versatility with which every form of vocal writing is exploited, which makes the work intensely interesting from first to last. So keen was Mendelssohn on his story, that when asked by the Birmingham Musical Festival Committee in 1844 to write an oratorio, he rejected the efforts of others and wrote his own libretto. Thus one can see the secret of his tremendous climaxes and his masterly portrayal of the great Biblical character which makes the oratorio unique.

A Musical Genius

Mendelssohn was born in 1809 at Hamburg and was very soon acclaimed a musical genius. His parents were rich, he was fêted wherever he went, and if his music suffers at all, it is because he never had to write for a living, which acted as the stimulant to poorer composers.

His writings show him to be a Romanticist, and who has not heard his symphonies, his organ sonatas his chamber music and his delightful songs (with and without words)? Perhaps he wrote nothing more lovely than the Overture to "A Midsummer Night's Dream," at the early age of 16 years, but in Elijah he left a masterpiece which will live for ever.

This work will be performed in the Cathedral at 9 p.m. on Thursday next. Admission is by programme which will include the words in full, and can be obtained free of charge through the kind offices of Messrs. Tsang Fook. The Anderson Music Company, Messrs. Moutrie and the Manager of the Peninsula Hotel, Kowloon. Early application is recommended as seats are limited and one performance only will be given.

Helping the Needy

The Hong Kong Singers, in giving the Colony an opportunity of hearing this Oratorio have their two-fold purpose in view viz.—The rendering of good music and the helping of deserving causes. In order to fulfill the second object three suggestions have been put forward—First the collection of a definite donation for every programme distributed; secondly the making of an appeal by a well-known sympathiser in the Cathedral after the rendering of the Oratorio, and thirdly the institution of a retiring collection without any announcement—merely trusting to the generous feelings of those attending. That the last of these suggestions has been adopted will no doubt be received with pleasure by all those who, while appreciating the beautiful music, they will hear on Thursday next will not be unmindful of the deserving cause which should be dear to the heart of every sympathetic citizen.

A NEW INVENTION

Valuable Innovation

The value of an extinguisher which would automatically start work on the outbreak of fire under the bonnet is obvious. The Autofire extinguisher is designed to achieve this, and is a recent introduction of Autofire, Ltd., 14, Portugal Street, London, W.C.2.

An inflammable strip is fitted in some suitable place under the bonnet—such as near the carburettor—and this strip is connected by a remote control to the container of the fire extinguishing fluid. As soon as fire breaks out and burns through the inflammable strip the remote control is released, thus operating a striker which brings the extinguisher into action. The fluid is then led through pipes to a nozzle situated above the engine, so that the vapour, in which form it is ejected, is directed all over the engine. On large cars more than one nozzle could be used. Overheating does not affect the strip, and it is stated that the extinguishing fluid will not deteriorate or leak with keeping.

A REMARKABLE COINCIDENCE

Lady White's Death

(Special Air-Mail Service)

London, March 6. The thirty-fifth anniversary of the relief of Ladysmith after the siege of rather more than four months, was marked when a group of officers and men who had been present during the siege gathered in Portland Place to lay wreaths before the statue of Sir George White, who was in command throughout. During the brief ceremony the news came of the death of Lady White, Sir George's distinguished widow, the date being a remarkable coincidence.

In the evening thirty-one of the surviving officers from the siege assembled for dinner at the Cavalry Club in Piccadilly. Colonel Sir Percival Marling, V.C., who served in so many campaigns since the Boer War of 1880 and was in the 18th Hussars during the siege, was chairman, and Commander C. R. Sharp had taken great pains to bring the scattered company together. General Dick Cuninghame, late Gordon Highlanders and nephew of the Dick Cuninghame who was killed on the terrible January 6 in Ladysmith, was the only officer still on the active list. A good many naval officers who had served under Sir Hedworth Lambton in bringing up the naval guns which saved the town from destruction in the first week of the siege were present, including Admiral Sir Lionel Halsey. The Surviving War Correspondents of the many war correspondents who were shut up in the siege only Mr. H. W. Nevins was present. Indeed, he and Colonel Lionel James are now the only survivors. It was agreed that in future an occasional guest should be invited, the names of General Hubert Gough and General Jan Smuts (though an enemy at the time) being mentioned.

A letter from Miss Georgina White was read, and it was agreed to send a wreath for her mother's funeral. A letter of condolence was also sent to Mrs. Archer-Shee, whose late husband, Sir Martin Archer-Shee, had been active in organising these memorial dinners up to now.

WAR PENSIONS

Concession To First Claimants

The council of the British Legion, in their annual report for 1933-34, practically advise that efforts which have been going on for years to obtain by legislative means the abolition of the seven years' time limit in the War Pensions Act should now cease.

They state that as the result of an administrative concession a first claim for a disability pension can now be submitted by a disabled man at any time.

The League's case in regard to appeal in the case of rejected claims had also been met by a concession.

In these circumstances the Council feel that "no useful purpose would be served by expending the Legion's energy on endeavouring to obtain legislation to achieve an object which has already been met, unless cases come to light to show that claims are not being dealt with equitably under the existing arrangements."

During the year the number of branches was increased by 81 to 4,075. Appeals produced a gross total of £222,928 against £494,406 in the previous year. Of this £496,755 was raised on Poppy Day, 1933. This did not establish a new record but was £30,000 more than in 1932. The number of poppies sold was 40,000,000.

The Legion's most notable success during the year was in securing from the Government that under the Unemployment Bill, ex-Servicemen suffering from a war disablement, would have the first 20% of their pension ignored when their means were assessed. In consequence, approximately 75 per cent of disability pensioners will have no part of their pensions included in the test.

During the year ended Sept. 30, 1934, the Legion was able to place 45,617 men into employment, an increase of 8,807. In addition 101 vacancies were filled by ex-officers residing in the provinces. Work was also found for 2,648 war orphans, widows and dependents, or more than double the figure reported in 1932-33. Positions were obtained for 4,764 disabled men, an increase of 1,020.

ALL PRICES SLASHED !!!

SINCERE'S SPRING SALE

STORE-WIDE BARGAINS !!!

NOW PROCEEDING

H.K. POLICE RESERVES

Orders issued by Mr. D. Burlingham, Inspector-General of Police, for the week are as follows:—

Chinese Company

Training Course (Part II).—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, March 26 at 17.30 hours for instruction.

Training Course (Part III).—Members of the Chinese Company will attend at the King's Park Revolver Range on Tuesday, March 26 at 17.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie. Only those detailed will attend.

Morse Signalling Class.—All members of the Morse Signalling Class will attend at the Chinese Company Headquarters on Wednesday, March 27 at 17.30 hours for instruction.

Handling of Revolver.—All recruits of the Chinese Company will attend at the Chinese Company Headquarters on Wednesday, March 27 at 17.30 hours for instructions in handling of a revolver under Sub-Inspector (R) David Loh.

Training Course (Part III).—Members of the Chinese Company will attend at the King's Park Revolver Range on Thursday, March 28 at 17.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie. Only those detailed will attend.

Indian Company

Strength.—Constable R256 Sher Ahmed Khan has been taken on the strength of the Indian Company, as from March 14, 1935.

Training Course (Part III).—Members of the Indian Company will attend at the King's Park Revolver Range on Wednesday, March 27 at 17.30 hours to fire the Part III Revolver Course under Sub-Inspector Ritchie. Only those detailed will attend.

Flying Squad

Instructional Patrol.—The instructional patrol for members of the Flying Squad will take place on Friday, March 29. All members will fall in at Central Police Station at 17.15 hours. Dress: Blue Uniform, and Cap with White Cover.

Emergency Unit Reserve

Defendu.—Defendu Instructions will take place at the basement of the Sailors' Home and Seamen's Institute on Friday, March 29 at 17.20 hours. All members are requested to be present.

D. L. KING.

D.S.P. (R.).

Hong Kong, March 25, 1935.

H. M. S. CUMBERLAND

(Special Air Mail Service)

London, March 6.

The cruiser Cumberland Captain C. H. G. Benson, D.S.O., will pay off into dockyard control at Chatham, on March 12. She returned there in January from the China Station, where she had been serving since her completion in 1927. Towards the cost of the large repairs she is to undergo an expenditure of £22,705 was sanctioned up to March 31, 1935, in the last Navy Estimates.

Soon Found

Teacher.—What little boy can tell me where is the home of the swallow? Bobby (waving an eager hand)—I can, please. Teacher.—Well, Bobby Bobby.—The home of the swallow is in the stummock.

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TO-DAY'S RADIO
PROGRAMME

Broadcast by Z.B.W.
on 355 Metres

12.30 to 2.15 p.m.—European pro-

gramme.
12.30 p.m.—London and New York
stock and commodity quota-
tions.

12.35 to 1 p.m.—Recorded music.
1 p.m.—Local time and weather
report.

1.30 p.m.—Reuter Press Bulletin,
Rugby Press n. n. etc.

1.40 p.m. (Approx.)—A relay of the
Rotary Club Tim Speech from
the Hong Kong Hotel Roof
Garden: Dr. J. Leighton Stuart,
Lt.D., on "Education in Re-
lation to Internal Reconstruc-
tion in China."

2.10 p.m.—Close down.
4 to 7 p.m.—Chinese programme.

7 to 11 p.m.—European programme
7 p.m.—Closing local stock quota-
tions.

7.03 to 7.30 p.m.—
Light Orchestral Selections

An Evening with List (Urbach),
Saschinka (Schirmann),
The Hermit (Schmalstich),
Forest Idyll (Esslinger).
7.30 to 8 p.m.—

Light Opera
Vocal Gems—Lilac Time (Schu-
bert).

Song—Waltz Song ("Merrie Eng-
land") (German)—Helene Es-
serman (Soprano).
Selection—H.M.S. Pinafore (Sul-
livan).

Vocal Gems—Lily of Killarney
(Benedict).

8 p.m.—Local time and weather re-
port.

8.03 to 8.30 p.m.—
From the Studio

A Pianoforte Recital by Lily
Gurevitch.

PROGRAMME

1. Pastorale and Capriccio—
Scarlati—Jausig.

2. Prelude No. 2—Mendelssohn.

3. At the Shoemakers—Jurina.
(a) Hans Sachs.

(b) The Marquises Silken Slip-
pers.

(c) The Peasant's Boots.

(d) Greek Sandals.

(e) The shoes of the Ballet
Dancer.

(f) The dainty shoes of her
Ladyship.

(g) Shoes of a Toreador.

4. Liric fragment—Medtner.

5. The Mermald—Medtner.
8.30 to 9 p.m.—

Variety
Orchestra—You're always in my
arms.

Rio Rita—Selection.

Humorous—Riding down from
Bangor.

The King of Zulu—Frank Crumit

Instrumental—Sweet—Sue—Just
you.

Georgia on my mind—Nat
Gonella and his Trumpet.

Songs—Josephine ("Little Wo-
men").

Slumberland—Les Allen (Bar-
itone).

Orchestra—George Gershwin—
Medley.

9 to 9.20 p.m.—
From the Studio

A Talk on "His Majesty's Silver
Jubilee" by Mr. G. C. Peiham.

9.20 to 9.30 p.m.—Chauve—Souris
Selection—N. Zalleff's Chauve
Souris Company.

9.30 p.m.—Reuter Press Bulletin,
London 1 p.m. stock and com-
modity quotations.

9.35 to 9.55 p.m.—
From the Studio

Hawaiian Selections by "The
Waikiki Trio."

PROGRAMME

1. King's Serenade.

2. The Hula Blues.

3. Hawaiian Shadows.

4. The call of Moanalua.

5. Beautiful Kahana.

9.55 to 10 p.m.—Hungarian Dance
(From Foreign Parts)
(Moszkowski, arr. Sommer).

The "B.B.C." Wireless Military
Band.

10 to 10.30 p.m.—
From the Studio

A Recital by
George Jay—Saxophone.

Les Hilsden—Piano.

10.30 p.m.—Reuter Press Bulletin,
Rugby mid-day Press news,
further London stock and com-
modity quotations.

10.35 to 11 p.m.—Dance Music.

11 p.m.—Close down.

RADIO MANILA

8.00 p.m.—Recorded Music.

8.10 p.m.—Spanish—Informational
Period.

8.30 p.m.—English—Informational
Period.

INDIAN SERVICE
VETERAN

Brig.-Gen. Stockley

(Special Air Mail Service)

London, March 8.

Brigadier-Gen. Hugh Roderick
Stockley, C.I.E., who died on Sun-
day at Alkerton Grange, Gloucester-
shire, in his sixty-seventh year,
was an officer of the Royal Engi-
neers, who elected to make his
career in India, where he saw
much active service on the North-
West Frontier. He was also in
China during the operations
against the Boxers in 1900 and held
various appointments during the
Great War.

The son of Colonel H. W. Stock-
ley, Royal Artillery, he was born
on March 23, 1868, and went to
Wellington before passing into the
Royal Military Academy. He was
gazetted second lieutenant in the
Royal Engineers in July, 1887, and
posted to the Indian establishment
in October, 1889, being promoted
lieutenant in the following July.
For many years he served with
the Bengal Sappers and Miners,
and his first frontier campaign was
the Hazara (Black Mountain)
affair of 1891. He was in the
Idazal expedition in the following
year, and the Waziristan "promen-
ade" of 1894-5. During 1897-8, that
troublesome period, he with No. 5
Company of the Bengal Sappers
and Miners in the Malakand Field
Force, serving through the opera-
tions in the Bajaur and Mohmand
country and in Buner, being pre-
sent at the attack on and capture
of the Tanga Pass. He was twice
mentioned, and received his pro-
motion to captain in July, 1898.
Stockley's services with the China
Expeditionary Force in 1900 were
also mentioned in dispatches. From
February, 1905, he was for three
years Deputy Assistant Adjutant
General, Presidency Brigade, Luck-
now, Division, and obtained his
majority in July, 1908. During
King George's Indian tour of 1911-
12 he was Assistant Military Secre-
tary to his Majesty, and was creat-
ed a C.I.E.

At Cadet School

In March, 1912, he was appoint-
ed G.S.O.2 at Army Headquarters,
being promoted lieutenant-colonel
in October, 1914. He left Simla in
the following April, and in July
was selected to be Commandant of
the Cadet School at Wellington,
Southern India, where he stayed
for two years. From July to Sep-
tember, 1917, he was in Mesopot-
amia as Assistant Adjutant General
at the Headquarters of General
Maude. In October, 1918, he was
promoted colonel and appointed
Inspector of Royal Engineers and
Pioneers and technical adviser at
Army Headquarters in India until
August, 1921, when he became
Assistant Director of Military
Works in the Central Provinces.
On vacating this post in October,
1922, being in indifferent health, he
retired from the Army with an In-
dian pension and the honorary
rank of brigadier-general.

General Stockley married, in
1904, Edith Beatrice, daughter of
Lieut.-Colonel William Capel, of
The Grove, near Stroud, Gloucester-
shire. He leaves one son and two
daughters.

7.00 p.m.—Violin Recital—Guest
Performance—Noll Reyes.
7.15 p.m.—Mo and Noah.
7.30 p.m.—Requests.
7.45 p.m.—Meralco Programme.
8.00 p.m.—Piano Recital—Guest
Performance by Cleofe Enage.
8.15 p.m.—Momento Lirico, con-
ducted by Antonio Serrano.
8.30 p.m.—Stock Quotations.
8.00 p.m.—Musical from Conserva-
tory of Music.
10.30 p.m.—Sign Off.

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tory of Music.
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BERLIN PROGRAMME

p.m.—DJA, DJN Announcement
(Germ., Engl.)
German Folk Song
Programme Forecast (Germ.,
Engl.)
9.15 p.m.—Music and Topical
Events.

9.45 p.m.—News in English on DJA
and in Dutch on DJN

10 p.m.—Relayed from Berlin:
An Evening in the Homeland

11 p.m.—"Serving the Customer"—
A radio sketch.

11.15 p.m.—News in German on
DJA and DJN

11.30 p.m.—New Chamber Orches-
tra Compositions Works by
Kurt von Wolf and Hugo
Hermann. The Hans-Oskar
Hase Chamber Orchestra

12.15 a.m.—News in English on DJA
and in Dutch on DJN

12.30 a.m.—Close down DJA, DJN
(Germ., Engl.)

HOW THE TIME
IS WASTED

Writing Evidence In
Longhand

The proposal of the Lord Chan-
cellor, endorsed by Lord Hewart,
the Lord Chief Justice, at Hertford-
shire Assizes this week, that an
official shorthand writer should be
attached to every Nisi Prius Court
at the Law Courts, aims at saving
the time of judges. At present
they have to make copious long-
hand notes of the evidence.

Those notes, slowly written, with
many tiresome pauses to ascertain
their accuracy, are intended to
assist the judge in his summing-up
and the Court of Appeal in the
event of an appeal. But, as Lord
Hewart pointed out, an appeal may
arise in only one out of 20 actions.

Chancery judges avoid this waste
of time. When an appeal appears
to be likely they satisfy themselves
that the parties have arranged for
a private note to be taken. Thus
the judge is spared the labour of
taking more notes than are neces-
sary in preparing his judgment.

Official shorthand notes are taken
at all criminal trials on indictment
for possible use in the Court of
Criminal Appeal and in the Divorce
Court.

The taking of verbatim note of
a full day's proceedings, say of five
hours, is an arduous task, and often
calls for much technical knowledge.
The cost of a transcript to the
litigant, whether the note be taken
officially or privately, is between
£20 and £30 a day, according to
the number of copies required.

Organising A "Verbatim"

In prolonged trials the transcript
often has to be made overnight, so
that each morning the judge may
have before him a complete record
of the evidence given the day be-
fore.

This calls for careful organisa-
tion. Two note-takers may be re-
quired, one for the morning and
the other for the afternoon, as well
as a staff of expert typists.

There have been note-takers
whose shorthand was so accurate
and legible that an expert colleague
could easily transcribe it, subject,
of course, to final revision by the
original note-taker. So the writer
would remain at his task of note-
taking hour after hour, his note-
book being taken away by a mes-
senger at intervals, say, of half an
hour, and replaced by another.
But this is very rarely done now-
days.

While shorthand notes undoubt-
edly contain much irrelevant mat-
ter, as Lord Tomlin remarked when
giving judgment in the Celanese
Courtauld case in the House of
Lords a few days ago, they are of
great value in settling disputes as
to what a witness actually said.

Such Is Jazz

"When Jake's dog tipped over a
table in the café, four waiters
dropped their trays at the same
time."

"Yes, and I heard that two
couples got up to dance, thinking
it was a new jazz tune."

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By

PUBLIC AUCTION

ON

FRIDAY, MARCH 29, 1935

COMMENCING AT 5.15 P.M.

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DUDELL STREET.

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OF POSTAGE STAMPS

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AUCTIONEERS.

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Peak District,
Kowloon,
Victoria,
New Territories.

HONGKONG DAILY PRESS.

REAL JUBILEE PICTURE

Royal Cavalcade To Be Shown?

We understand that the local cinemas are to play their part in the Jubilee celebrations and that efforts are being made by the management of the King's Theatre to show "Royal Cavalcade," a film being made by the British International Pictures. It is further learnt that this film will be distributed through trade sources in time for the Jubilee. In the event, however, of the theatre concerned not being able to secure the film, they intend showing either "The Iron Duke" or "Clive of India," but in any case special newsreels by British International Pictures, Pathe, Gaumont British and Fox Movietone will be screened.

It is to be hoped that efforts to secure "Royal Cavalcade" will materialize for it will prove to be a most fitting picture to be shown on May 6. Further, it is understood that the film, "Soul of a Nation," depicting historical events of this century will also be available, to any theatre desirous of securing the rights to show it in Hong Kong.

LITTLE MAN, WHAT NOW?

Margaret Sullivan does more than simply keep her feet on the ground. Her favourite method of relaxing is the fine some grassy spot and lie flat on her back.

"Getting down to earth," Margaret calls it, and she contends that it is the only way in which she can completely refresh herself during a hard day at the studio, when constant appearance before the cameras involves a very definite nervous strain.

Miss Sullivan comes to the Star Theatre to-day in the star role of "Little Man, What Now?" Frank Borzage's Universal production in which Douglas Montgomery plays the leading male role. This romantic drama follows a year in the life of a young couple, desperately poor and continually struggling for a bare existence, but still happy in their love for each other—two unsophisticated young people who maintain their interest in life through the undaunted hopefulness of youth.

The story was adapted from Hans Fallada's best-selling novel by the noted playwright, William Anthony McGuire, and directed by the man whose "Seventh Heaven" of the silent days still remains one of the classic milestones of motion picture history.

THE KING'S CUP

Apart from the actual scenes of flying, many of which are exceptionally thrilling, there is scenic scope of a most unusual order in "The King's Cup." It is doubtful whether any other picture has ever included such a comprehensive range of the English countryside.

As the planes race round Britain at over a hundred miles an hour, there are kaleidoscopic glimpses of familiar stretches of country receding below, the towns and landmarks disappearing rapidly from view as the vista quickly changes.

Perhaps the most brilliant sequence of all is that showing the two leading planes racing for leadership for three miles down Southampton Water at a hundred and twenty miles per hour. The thrill of the scene is heightened by the fact that the machines are close down to the surface of the water, and as they pass along they race by the portholes of big ships, and "leap" over smaller craft, which suddenly appear in their course.

KID MILLIONS

When Samuel Goldwyn began "Kid Millions," Eddie Cantor's fifth annual screen musical comedy, which comes to the King's Theatre on Friday, he did so with a renewed determination to surround the hazy-eyed buffoon with sixty girls of a beauty unmatched anywhere in this beauty-crowded world.

This year brought forth no improvement of method in finding girls. No one walk of life, no one part of the country was richer or more productive of feminine pulchritude than another. It is a patient process, and a costly one. The average is 143 girls interviewed for each girl selected. For each successful applicant, eighteen girls were tested. The cost of finding and testing ran well into four figures for each girl.

THE CINEMAS

New Trade Notices

The latest trade notices, issued by the different theatres, are given below:—

"BUREAU OF MISSING PERSONS"

Romance, comedy, melodrama and pathos in plenty are cleverly stirred together in the new First National production, "Bureau of Missing Persons" showing at the Oriental Theatre to-morrow, and Thursday with a cast headed by Beate Davis, Lewis Stone and Pat O'Brien, the latter in one of the best characterizations he has ever given.

The story abounds in acting opportunities for such seasoned creators of character as Lewis Stone, who plays the Captain of the Bureau, Pat O'Brien in the role of a fresh, self-satisfied "flat-foot," just transferred from the Robbery Squad; Hugh Herbert and Allen Jenkins as hard-boiled detectives in the bureau, who don't turn a hair at any of the tragedies that are a daily part of Margaret Sullivan's more Good performances—besides the actors already mentioned—are given by Alan Dinehart, Ruth Donnelly, Marjorie Gatenon, Noel Francis, Charles Sellon, Helena Phillips, Wallace Clark and Tad Alexander.

You can't afford to miss "Bureau of Missing Persons" if you want something stirring and different in the way of first-rate motion picture entertainment.

THE AGE OF INNOCENCE

When Irene Dunne and John Boles scored one of the greatest hits of modern screen history with "Back Street," the public heaved a deep sigh of pleasure and said, in effect, "there is a romantic team." Not only with words but with box-office receipts was that sentiment voiced. Miss Dunne and Boles, stars in their own right, as a pair caught the popular imagination with double emphasis and stimulated a craving to see them together again in a picture of supreme heart interest. That desire is now fulfilled.

Irene Dunne and John Boles are united again in "The Age of Innocence," which opens to-day at the King's Theatre.

In "The Age of Innocence" the producers felt that they had the ideal vehicle in which to team the stars again. Schedule problems were ironed out, and the picture, ranking as one of the most important on Hollywood's new production programme, was placed before the cameras.

The picture's action was played on more than a score of elaborate and colourful settings, many of which exactly duplicated buildings of historical and sentimental interest. Among the latter were the interior of the Metropolitan Museum of Art, as it was when it was opened in 1880, and the interior of old Grace Church.

HERE COMES THE NAVY

Every public park in the United States has its Lovers Lane. Every college campus has its Flirtation Walk.

The promenade of a famous New York Hotel has been known as Peacock Alley for years.

And the U.S.S. Arizona now adds its "Note-Book Row" a name bestowed upon it as a result of "Ladies' Day" on board the big battle-ship, during the two weeks sojourn of the Warner Bros. Company, while making "Here Comes The Navy" which is coming to the Central Theatre on Thursday.

Sixteen of the loveliest Warner Bros. stock girls were invited to be the ship's guests that day. They were entertained at luncheon, were shown over the mammoth battle-ship from stern to stern, and participated in the entertainment that evening put on by the studio aggregation for the officers and men of Uncle Sam's Navy with James Cagney, Pat O'Brien, Frank McHugh, Gloria Stuart, Dorothy Tree and Robert Barrat of "Here Comes The Navy" cast, and a group of artists from radio station KFWB as the headliners.

With sixteen girls and a considerably larger number of officers, especially in the social honours, rivalry in naval circles may easily be imagined.

The schemes resorted to by the officers of the Arizona to out-wit one another in the competition for the limited number of dazzling girls available that day, did credit to their thorough grounding in the principles of strategy!

SHOWING
TO-DAY
AT
2.30, 5.10, 7.15
& 9.30 P.M.

KING'S

BOOKING
AT THE
THEATRE
Tel. No. 25913
25332

CO-STARRED

for the first time since
"Back Street", in Edith
Wharton's world-loved
story of a rebel heart
in America's era of
late covered hypocrisy.



THE AGE OF INNOCENCE

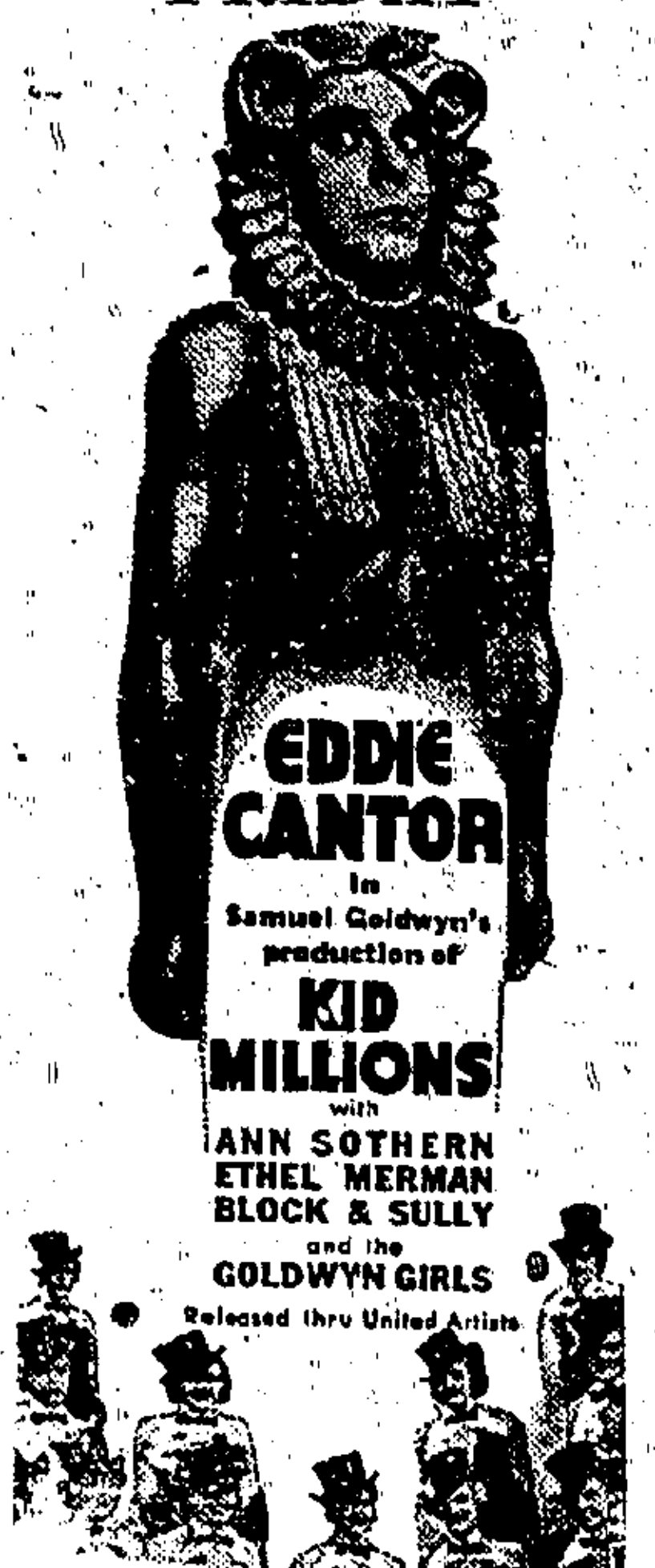
Directed by PHILIP MOELLER
from the novel by Edith
Wharton and played by
Margaret Ayer Barnes, As-
sociate director, Jane Loring,
Pandora S. Berman, executive
producer.

LIONEL ATWILL
Helen Westley
Laura Hope Crews
Julie Haydon

She gave him a taste of life divine
... then sent him back to the chain
gang known as "High Society"

In those days,
friends, and
neighbors, a
lady paid a
frivolous pen-
alty for jump-
ing the traces!

FRIDAY



KID MILLIONS

ANN SOTHERN
ETHEL MERMAN
BLOCK & SULLY
and the
GOLDWYN GIRLS
Released thru United Artists

LIMERICKS COMPETITION

In connection with the picture
"Broadway Bill," the Queen's
Theatre are offering two tickets
for the first prize and one for the
second prize for their "Limericks
Competition."

These will be published in the
"Daily Press" to whom the solu-
tions should be sent.

The first of the series of limer-
ricks is given below:—

Director Frank Capra sure show-
ed his might
His new "Broadway Bill" tops
"It Happened One Night"
Starring Baxter and Loy,

THE HELL CAT

A trio of outstanding Hollywood
luminaries, comprising Robert
Armstrong, Ann Sothern and
Minna Gombell, will be seen in
the leading featured roles of Co-
lumbia's "The Hell Cat," to-
morrow's attraction at the Queen's
Theatre.

"The Hell Cat" is an original
screen concoction of comedy, melo-
drama and thrills from the colla-
borative pens of Adele Buffington
and Fred Bibb Jr. It presents a
colourful treatment of the "taming
of the shrew" theme in the story
of a young, spitfire society de-
butante who sets her cap for pre-
sumptuous young newspaperman
audacious enough to sock her
back when she slapped his face for
attempting to take her photo-
graph.

Robert Armstrong portrays the
amiable young reporter who en-
gages in a battle of brawn and
brain with his comely young foe.

Playing opposite Armstrong in
the role of the headstrong, deter-
mined debutante is Ann Sothern,
who has achieved near stellar fame
with her highly praised perform-
ances in "Let's Fall in Love" and
"The Party's Over."

Briefly, the story concerns the
efforts of Miss Sothern to tame the
hard-boiled, cynical newshawk.
After the more obvious methods
have failed, she disguises herself
as a reporter from a small town
and wins her way into his con-
fidence.

FORSAKING ALL OTHERS

Metro-Goldwyn-Mayer's much
talked-about filmization of the
Tallulah Bankhead stage hit, "For-
saking All Others," with the breath-
taking Joan Crawford, Clark Gable
and Robert Montgomery in one
picture, is the special film attrac-
tion now showing at the Queen's
Theatre.

Based on the successful play by
Frank Cavett and Edward Roberts,
which presents the eternal triangle
from a fresh and highly diverting
viewpoint, the new picture was
directed by W. S. Van Dyke, whose
long string of successes culminated
with the recent "Thin Man" and
"Evelyn Prentice."

From all reports there is a sur-
prise in store for the thousands
who enlist themselves as ardent
Joan Crawford fans for in this
vehicle she is said to have been
assigned a role which presents a
decided departure from her usual
characterizations.

Gable, fresh from his recent
triumph with Miss Crawford in
"Chained," this time plays the
role of a man who returns from a
distant part of the world to
marry Joan, only to find that she
is about to face the altar with
another. To Montgomery, the
rival, falls the kind of part he
plays to the hilt—the suave young
bachelor whom you should lose
patience with and can't.

From the Bathroom
Madge (aged 5): "Mummy, when
is my face goin' to be a com-
plexion?"

Mummy "What do you mean?"
Madge: "I mean that when it is
a complexion I do not need to wash
it any more. You never do."
Spank and tears until father in-
terferes.

Le Clearing
How the English language
spreads! Our sport and stage have
widened Continental vocabularies.
"Le football" and "les girls" are
good French.

And now high finance has con-
tributed toward international un-
derstanding. In a French news-
paper published in Sofia I read this
headline:
"Le Clearing entre la Bulgarie
et l'Italie."

HERE IS MY HEART

"Write a better song than Love
in Bloom!"

That was the order that Para-
mount gave song writers Ralph
Rainger and Leo Robin when they
went to work on Bing Crosby's new
Paramount film, "Here Is My
Heart," coming to the Alhambra
Theatre on Thursday.

With "Love in Bloom" rating as
the best seller in sheet music—
over five thousand copies daily—
and Robin and Rainger recipients
of the first prize for the season
from the American Society of
Composers, Authors and Publishers
for the same tune, that order re-
presented something in the nature
of a "terrific" task.

Twenty-five tunes were written
by this championship song team
before two that were acceptable
to the Paramount music depart-
ment. Bing Crosby and Frank
Tuttle were improvised. They are
"June in January" and "With
Every Breath I Take."

Adapted from a play by Alfred
Savoy, "Here Is My Heart" tells
the story of a millionaire crooner
who woos a haughty princess and
wins her with his ballads, even
though he has to disguise himself
as a waiter in order to be near
her.

Apology Accepted

An Irishman had been thrown
over a fence by an enraged bull.
He was just recovering when he
noticed the bull pawing the ground
and furiously tossing its head.

"It wasn't for your bowing and
scrapping," said Mike, "I'd just think
yer threw me over on purpose."

Accommodating

During the recent heat-wave,
says an "Evening Standard" writ-
er, a mother of my acquaintance
brought her two schoolboy sons to
London. They went to a café for
mid-morning coffee.

"Take your coats off if you are
hot," said the mother, and gladly
the boys did so.
A manageress descended on the
group. "Excuse me, madame," she
said, "but the young gentlemen are
not permitted to reveal their
braces."

So the young gentlemen took off
their braces and all was well.

TO-DAY AT THE CINEMA

HONG KONG

KING'S:—
"The Age of Innocence"
QUEEN'S:—
"Forsaking All Others"
ORIENTAL:—
"Hide Out"
CENTRAL:—
"British Agent"

KOWLOON

MAJESTIC:—
"Treasure Island"
ALHAMBRA:—
"Here Comes The Navy"

Coming

KING'S:—
"Kid Millions"
QUEEN'S:—
"The Hell Cat"
ORIENTAL:—
"Bureau of Missing Persons"
MAJESTIC:—
"Here Is My Heart"
CENTRAL:—
"Here Comes The Navy"

MAJESTIC THEATRE

Natural Road, Kowloon. Tel. 57222
TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.20 P.M.

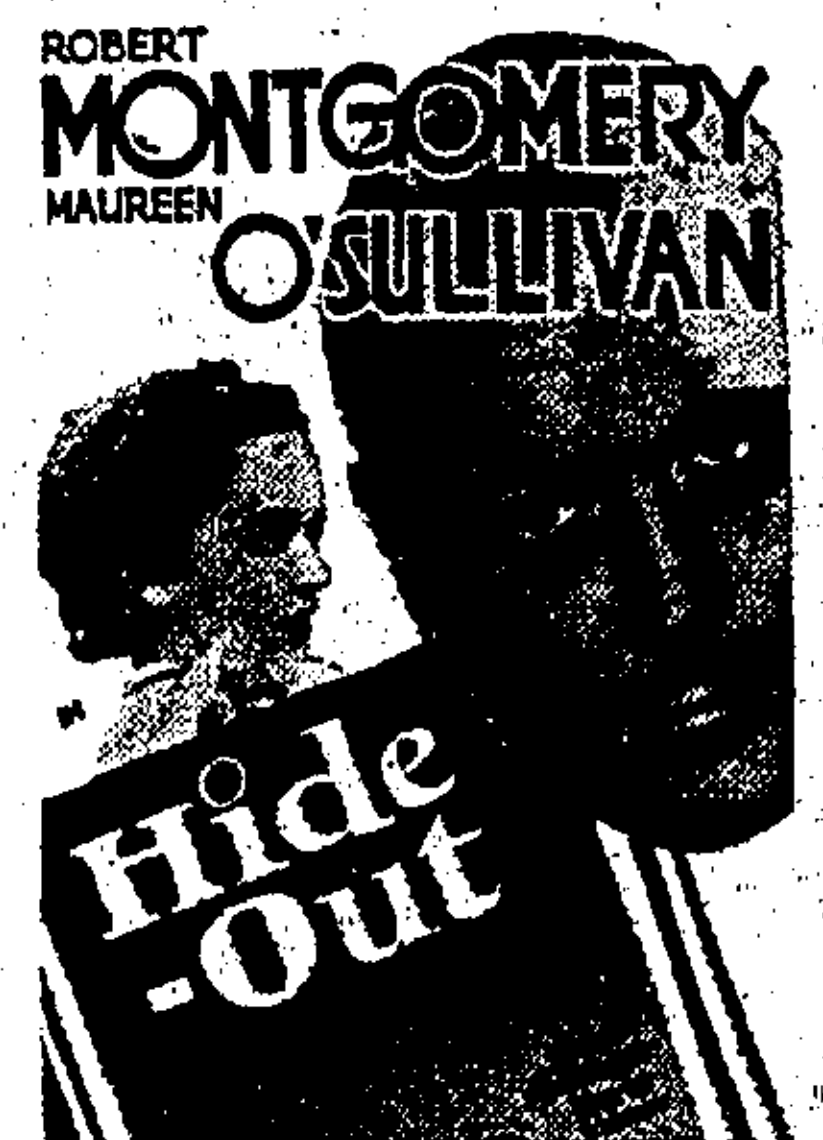
IT TOOK A FORTUNE
TO MAKE YOUR
DREAMS COME TRUE!
PROUD TRIUMPH OF
THE M-G-M STUDIOS!



For everyone with the
glowing heart of youth
... for those with the
ageless urge for gallant
adventure ... the screen
now brings to life the
story that has captivated
the world!

ORIENTAL THEATRE

LAST
4 TIMES TO-DAY
HERE'S
AN EXCEPTIONALLY
GOOD COMEDY DRAMA
YOU CAN'T
AFFORD TO MISS.

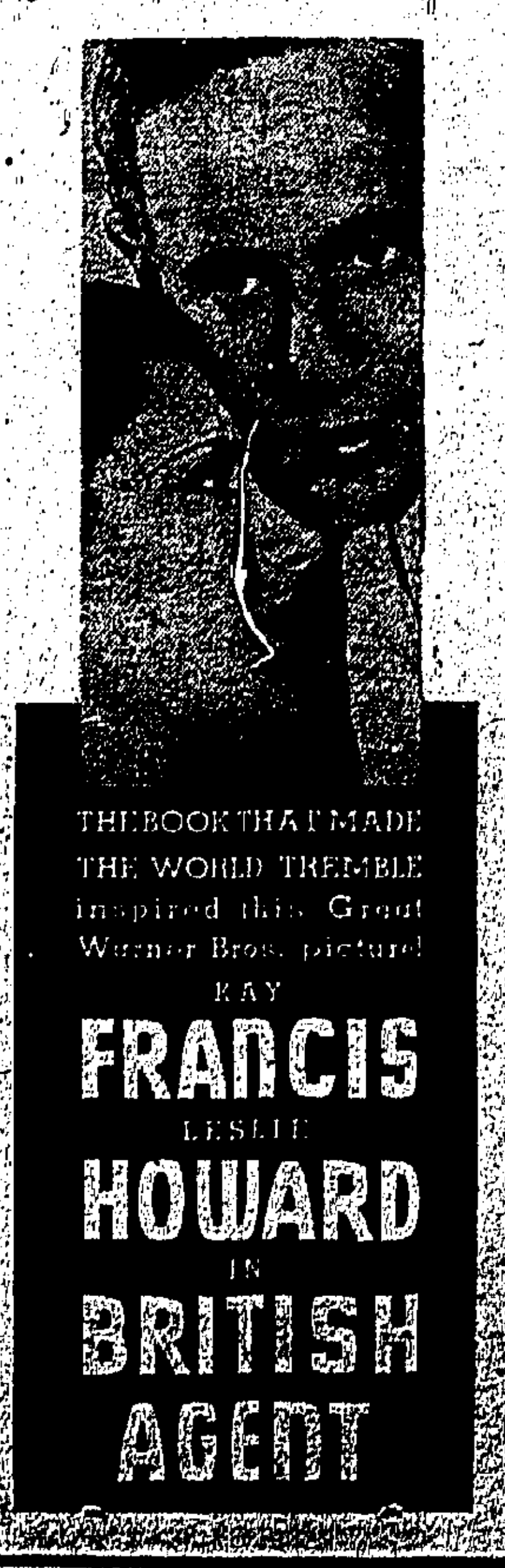


TO-MORROW
& THURSDAY
THE
MOST THRILLING
POLICE STORY
EVER TOLD ON THE
SCREEN.



CENTRAL THEATRE

(Under the Management of
Hong Kong Amusements, Limited)
FINAL SHOWINGS TO-DAY
The Picture Sensation Inspired
by R. H. Bruce Lockhart's Novel.



ALHAMBRA

FINAL SHOWINGS TO-DAY
The Biggest Comedy—
Thriller Ever Filmed!



TO-DAY
ONLY

EVILS

At 2.30, 5.10
7.20 & 9.30
P.M.

CRAWFORD * GABLE * MONTGOMERY



Your three
favorite stars in
their happiest
screen treat!

CHARLES HUTCHINGS • MILLE BUREAU • FRANCES BAKER • ROSALIND RUSSELL
Metro-Goldwyn-Mayer picture



You naturally expect-
and you do get, a better
beer, when you ask for

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BEER**

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IN SINGAPORE BY THE
**ARCHIPELAGO
BREWERY
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Agents

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A little dose of Woodward's Grape Water after every meal helps baby against the troubles specially prevalent in the hot weather—indigestion, colic, diarrhoea. Woodward's keeps his little stomach comfortable, and thus ensures sound sleep every night.

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GRIPE WATER**
keeps baby well

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the benefit?

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the benefit that better business
conditions will certainly bring
you. And what better medium
than the

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(NAM WAH YAT PO)

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reaches modern and progressive
Chinese in both Hong Kong
and South China.

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excellence of its sporting news and authoritative political articles,
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40-51, HOLLYWOOD ROAD, HONG KONG.

TEL. 25612 & 25234

CABLES "SWENONIS"

JUNK PIRACY SEQUEL

Castle Peak Affair
Recalled

A sequel to the piracy of a junk off Castle Peak on January 15, in which one man was killed, another man and three women were injured was the appearance of Chan Ho, described as a cargo smuggler, Ho Wing, fisherman, and Kwok Kan-Hi, fisherman, before His Honour the Chief Justice, Mr. A.D.A. MacGregor, at the Criminal Sessions yesterday, charged with the murder of Chan Tai Li, with others not in custody.

Mr. J. A. Fraser, Assistant Attorney General, appeared for the Crown, and the first accused, Chan Ho, was represented by Mr. Duncan McNeil, instructed by Mr. F. X. D'Almada, Jr. Mr. Leo d'Almada, Jr., appeared for the second accused, Ho Wing, on the instructions of Mr. J. M. D'Almada Remedios, while the third accused was defended by Mr. W. N. Thomas Tam, instructed by Mr. M. A. da Silva.

The jury empanelled comprised: Messrs. A. W. da Roza, (Foreman), W. H. R. Rigg, W. T. Sullivan, D. Latimer, J. W. Reeves, K. Pingnam and G. S. Rodger.

Outlining the case for the Crown, Mr. Fraser said deceased had a junk of his own in which he slept on the night of January 15, with his wife, Leung Kam, his brother, Chan Man, and his wife, Leung Ho and a female cousin, Chan Kul. The first accused had a boat, and Ho Wing and Kwok Kan Hi had another boat, in which they both lived.

The Attack

The boats were anchored with others in Castle Peak Bay. Shortly after the occupants of deceased's boat had retired for the night, the junk was invaded by the accused and another man who began to sail her out of the bay. Chan Tai Li attempted to get out of the rear hold and was struck on the head, but after a struggle he and his brother escaped from the boat and made their way ashore. Leung Kam and Chan Kul received cuts on the head which induced them to remain acquiescent whilst the men sailed the junk to a nearby bay and searched the holds.

Another junk which had noticed the disturbance and had fired a shot, followed the attacked vessel which was deserted by the four men who hastily made their way ashore in the dingy. Nothing apparently was taken from the junk which was sailed back to Castle Peak Bay by the women in the morning and subjected to police examination. A revolver, chopper, knife and file were found to have been left by the assailants.

Chan Tai Li was taken in a chair to a dispensary but died on the way, and his body was found propped against the wall. Presumably friends had changed his clothes for him, as they were dry.

The Arrest

Chan Man, in the meantime, had made a report to the police, and Chan Cho was arrested at One Tree Gap, and the other two accused were arrested in a creek off Lantau Island. Chan Cho had an injury to his hand. He was identified by Leung Kam when she had come out of hospital. The other two men were well known to deceased's family and it was alleged that there had been a dispute between Ho Wing and them over fishing tackle.

In statements to the police, Chan Cho had said they went to assault Chan Tai who had had trouble with Ho Wing.

Ho Wing had said the trouble did not concern him and his name had been dragged in by the folk who had had a quarrel with deceased's family.

Kwok Kan Hi said "I did not do it. We went there to rob."

Victims Escaped

Unfortunately, evidence from Chan Man was not available, as he had run away from the Kowloon Hospital whilst an X-Ray photograph of his head wounds was being awaited.

Dr. K. H. Uttley, medical officer for the New Territories, deposed that Chan Tai died of haemorrhage and shock. He had fifteen cut wounds which might have been caused by a chopper.

Medical evidence as to the injuries sustained by the other victims of the assault was given by Dr. Lum, Dr. A. V. Greaves, Dr. Pau Chung Zung, and Dr. Luk.

Leung Kam, the wife of the murdered man, then gave corroborative evidence of Mr. Fraser's opening. She identified all three accused as participants in the attack on the launch. There had been a quarrel between Chan Man

THE YOUNG IDEA

To Be Presented
Shortly

Mr. Noel Coward arrives shortly on a visit to this Colony and it is therefore perhaps fortuitous that the A.D.C. should be producing one of his best known plays, "The Young Idea," at the China Fleet Club Theatre on 3rd, 4th, 5th and 6th April at 9.15 p.m.

Mr. Noel Coward has been called the English Sacha Guitry, and if he has not yet written anything up to the standard of a Pasteur, he is yet young and the comparison has its justice. Mr. Coward is, comprehensively, a man of the theatre: actor, playwright, composer of light music and writer of lyrics and revue sketches. He is a man of the modern theatre, not experimenting in new forms, but accepting the old and making them his instrument for the portrayal of the modern spirit.

It has been noted that the audiences of Mr. Noel Coward's plays are predominantly young and in that fact the measure of his achievement is implicit. He has the wit of his period and its emotion. Older members of his audiences are sometimes puzzled at his methods—as in, for instance, "The Vortex." Here in the second act older people might well see a triumph of dramatic emotion, but the last act, that roused younger spectators to enthusiasm, left their elders cold and unresponsive. Noel Coward is a phenomenon of the youth-idolatry of the age; paralleled in fiction by authors who also have enjoyed a world-success before they were thirty. It is not only to the young playgoer in England that Mr. Coward appeals; he has also had tremendous successes in Germany and in the United States. Idol of the young, enfant terrible to the middle-aged, Noel Coward's career is watched with eagerness and apprehension.

There is some appropriateness and no iconoclasm in mentioning that playwrights before Mr. Coward have written when they were very young. Congreve was twenty-three when "The Old Bachelor" was performed, and only thirty at the time of his last play "The Way of the World." "The Rivals" was performed before Sheridan had reached the age of twenty-four, and "The School for Scandal" when he was only twenty-six.

SOME NEW NAMES

Opinion will necessarily differ as to which is the best of Mr. Coward's comedies but "The Young Idea" is a play that not alone by its title, irresistibly suggests itself as his most representative work. It may be interesting to recall that the author himself played the part of Sholto Brent, in America, when he was twenty-one and afterwards played it in London.

In the forthcoming production the important part of "George Brent" will be played by Cyril Champkin, who will be recalled as "Philip Logan" in last season's presentation of "The First Mrs. Fraser." The juvenile leads, "Sholto" and "Gerda" will be played respectively by Donald MacAlister and Betty Fair. Mr. MacAlister is a newcomer to Hong Kong, but is well-known in amateur dramatic circles in Shanghai. Betty Fair is best remembered by her wonderful success as the dream child in "Dear Brutus," a few years ago. The part of "Jennifer Brent" is in the capable hands of Beryl Gough, who made her first appearance locally in the recent production of "Fresh Fields." "Cicely," the second wife of George Brent is played by Myrtle Brown, who has not previously appeared on the Hong Kong stage. The parts of "Priscilla Hartleberry," "Julia Cragworthy" and "Sibyl Blith" will be played respectively by 'Sunny' Hole, Helen Prior and Vivienne Blackburn, who need no introduction to local playgoers.

BOOKING OPEN

"Claud Eccles" and "Eustace Dabbi" will be taken by F. G. Nigel and Eric Brooks; both well-known to supporters of the A.D.C. The part of "Roddy Masters" is in the experienced hands of Andrew Mackinlay, and Commander Barry takes the part of "Huddle," the butler. Mr. Donald O'Keeffe, another newcomer to the Hong

and Ho Wing over the disappearance of some fishinghooks in September or October last year.

Cross-examined by Mr. McNeil, witness said the first accused attacked her husband in the hold. She could see the attack because the moon was as bright as a lamp.

Hearing was then adjourned until this morning.

SIR WILLIAM PEEL FUND

Letter From His
Excellency

At the request of the Finance Committee of the Society for the Protection of Children His Excellency Sir William Peel has kindly given his consent to publication of the letter in which he allowed his name to be used in connection with the above Fund and wished the appeal a successful issue.

Government House
Hong Kong
March 4th, 1935

My dear Sir Shouson,

I have received the letter signed by yourself as President and by the Vice-Presidents of the Society for the Protection of Children asking me to allow my name to be used in connection with a general appeal to the public for funds. I need hardly say that I regard the proposal as a great compliment to myself and shall be only too delighted to allow my name to be so used. I have the greatest interest in the work done by the Society and I trust that the appeal will be a great success and that the Society will be enabled to continue the excellent work which it has carried out during the past few years.

I congratulate the Society on the generous response which has already been made to its appeal.

Yours Sincerely
(signed) W. PEEL

Hon. Sir Shouson Chow, Kt., L.L.D.

DONATIONS

The following donations have been received:—

Previously acknowledged	\$9,225
Hon. Dr. W. B. A. Moore	50
and Mrs. Moore	10
Mr. T. O. T'so	1,000
Mr. Eu Tong Sen	10,385

BANK'S OFFER TO STAFF

Cutting Down The
Surplus

(Special Air Mail Service)

London, March 6.
Clerks in the Bank of England engaged during the war years and up to 1927 have been given the option of retiring with pensions ranging from £2 to £2 10s. a week.

This is to overcome difficulties created by the large surplus of employees developing on the return of clerks after war service.

No member of the staff has been called upon to resign, but a general invitation to accept the pension scheme has been issued.

It is pointed out that so long as the large surplus exists, the normal rate of progress is bound to be slowed down considerably.

Which is another way of saying that those who stay will doom themselves to a low-grade wage for the rest of their professional lives.

WORK PROBLEM

For many the scheme is bound to be a blow, particularly younger men who have married.

Most of the men involved are under thirty; many are between twenty-five and thirty.

Mr. T. G. Edwards, one of the joint secretaries of the Bank Officers' Guild, expressed the opinion last night that clerks who find themselves unemployed now will have the greatest difficulty in obtaining work.

Kong stage will play "Hiram J. Walkin," and the vivacious Italian maid, Maria, is appropriately cast in the person of Mrs. Renee Toledano, who also is making a first appearance on our local stage.

The play is being produced by Mr. R. R. Campbell, of the Hong Kong University, whose capable direction the high standard of the A. D. C. will be fully maintained.

The arrangements "back-stage" will again be in the experienced hands of Mr. Ed. Grossman.

Booking is now open at Messrs. Anderson's for the local production by the A.D.C. on 3rd, 4th, 5th and 6th April. The public is urged to make early reservations to avoid disappointment as bookings are filling up rapidly.

TIMES REMAIN ANXIOUS

And Competition More
Severe

HONG KONG AND WHAMPOA DOCK COMPANY MEETING

"I need hardly remind you that the times remain anxious; competition increases and is more severe. The year 1934 has been for the whole world a year of expedient and experiment, and, with Hong Kong, our Company has felt and is feeling the effects of the world wide depression," said Mr. W. H. Bell, when he presided at the annual general meeting of the Hong Kong and Whampoa Dock Co., Ltd., which was held at the Company's Offices at Queen's Building yesterday.

A decrease in the gross profit of \$40,667.88, as compared with 1933, was reported, and at the subsequent extraordinary meeting two resolutions for the writing down of capital and writing off of reserves, and for the issue of fresh capital, were passed. The Chairman stated that with the passing of the resolutions there would be an annual saving of about \$100,000 on account of depreciation and over \$60,000 on account of interest on overdraft.

Chairman's Speech

Addressing the meeting the Chairman said:—Before commencing the business of the meeting, I desire to refer to the grievous loss we have sustained by the death of Mr. J. P. Warren, an upright man and wise counsellor, who was for several years Chairman of this Company.

The Gross Profit is \$40,667.88 less than last year while the net profit of \$43,385.72 is less by \$9,036.18 only. This is accounted for by a saving in Bank Interest, Insurance and Depreciation. The latter, however, is on the same percentage basis as previous years.

The profit for the year together with \$175,289.91 brought forward leaves a sum at the credit of profit and loss account of \$218,675.63 which your Board recommend should be carried forward.

The balance sheet is in the same form as previous years with the exception that the Staff Provident Scheme Accounts have been left out. Both the Dollar and Sterling Funds of the Provident Schemes are invested now in separate accounts and not intermingled with the Company's moneys although the Company still acts as Trustee.

The overdraft, you will observe has been reduced by \$370,000, in addition to which \$189,447.62 have been spent on necessary additions and improvements. Materials in stock and in transit and work in progress stand at \$1,596,248.31.

There was no particularly outstanding feature of our business during the year but there are one or two points which I can dwell on a little to give you an idea of what we have been doing.

We have made very considerable strides in two directions, electric welding and steel casting.

Electric Welding

In the early part of the year a trained demonstrator from one of the leading Electric Welding firms in England was brought out here, partly at our expense, and one of our European Staff whilst on leave during 1933 had a special course in this particular art with the result that we can really claim that our welding is up to the highest standards obtainable at home, and is being cared for in the matter of supervision by men who have a thorough knowledge of the business.

In addition to other very important welding work we built what is, I think, the first all welded vessel constructed in Hong Kong. This vessel, a very small one but it is said, was designed to carry an all welded gasoline tank and she has been well reported on during her first few months of service.

Steel Casting

Steel Casting business is still small but during the last six months of the year we made a radical alteration to the furnace and now we are consistently turning out a very high grade of mild steel castings.

The metallurgy of steel is extremely extensive—it may surprise some of you to know that steel of any one kind, and there are many, has a very complicated structure, altered even for the same composition of its elements by the heat treatment it has during its production. Having found the solution of our difficulties, we are now in a position to expand this section of our work if the demand justifies it.

Salvage Operations

From the very nature of things we derive some of our revenue from the misfortunes of others and we have been fortunate with our salvage operations, followed sometimes by repairs to the ship salvaged, and by collision repairs.

Two large vessels were successfully floated off the Pratas Reef by our Salvage Staff and the Tug "Henry Keswick" and one was towed to Hong Kong and repaired. Several other stranded vessels were refloated during the year and we managed this year—we do not always manage it—to get every ship off on which we worked.

Improvements

A fair amount of money has been expended during the year on improvements and extensions, the most important of these being the lengthening of No. 2 Dock, the fitting of a new caisson to No. 3 Dock, the purchase of a Babcock & Wilcox patent lifting head for our 80-ton sheerlegs, which can now deal with very much larger vessels than formerly, and the fitting of a 10-ton crane to the dockside No. 1 Dock. Shareholders will note that while we have spent money to maintain our plant and property efficiently we have also been saving and as already referred to the overdraft has been reduced by a fairly considerable sum.

In all that has been done your Board have taken a very keen interest and they have been well supported by a zealous and efficient staff and I am very glad, once more, to testify our appreciation of their services.

I need hardly remind you that the times remain anxious, competition increases and is more severe. 1934 has been for the whole world a year of expedient and experiment; and with Hong Kong, our Company has felt and is feeling the effects of the world wide depression.

I now propose the adoption of the report and accounts as presented and when this has been seconded I will endeavour to answer to the best of my ability any questions shareholders may wish to ask.

The motion was seconded by Mr. R. Ohi, and carried unanimously.

OTHER BUSINESS

On the proposal of Mr. P. C. Potts, seconded by Mr. H. J. M. de Figueroa, Mr. F. A. Joseph and Mr. J. H. Jessen were re-elected directors.

The appointments as directors of the Hon. Mr. J. J. Paterson, Mr. D. Drummond, Mr. Stanley H. Dodwell, Mr. T. Ramsay, Mr. W. J. Keswick, Mr. Lawrence Kadoorie and Mr. S. T. William were confirmed on the proposal of Mr. Lo Koon Kan, seconded by Mr. Shum Hip Tong.

Mr. Alan Cameron retired from the Board on leaving the Colony and Mr. D. Drummond accepted an invitation to join the Board in his place.

Mr. Stanley H. Dodwell also accepted an invitation to a seat on the Board in place of the late Mr. J. P. Warren. During the year Hon. Mr. J. J. Paterson, Messrs. Horace Kadoorie and S. T. Williamson resigned their seats on the Board on going on leave, and Messrs. W. J. Keswick, Lawrence Kadoorie and T. Ramsay were invited to join. Subsequently Messrs. T. Ramsay and W. J. Keswick resigned and Mr. S. T. Williamson and Hon. Mr. J. J. Paterson rejoined on their return to the Colony.

Messrs. Lowe, Bingham and Matthews and Messrs. Percy Smith, Seth and Fleming were re-elected auditors on the proposal of Mr. T. Ramsay, seconded by Mr. Lo Koon Kan.

CAPITAL REORGANISED

At an extraordinary meeting which followed, two resolutions regarding the re-organisation of the capital of the Company were adopted.

(Continued on Page 10)

Comprehensive Review Of Local Trade

Protest Against Import Quota

"A YEAR OF BAD TRADE:" THE PIRACY PROBLEM

Presiding at the annual general meeting of the Hong Kong General Chamber of Commerce held yesterday, the Hon. Mr. C. G. S. Mackie gave a comprehensive review of trade conditions both in Hong Kong and China for the past year and said that "it was a year of bad trade."

Imports, the Silver problem, Imperial Preference, Objections to the proposed application in the United Kingdom of an import quota on rubber footwear manufactured in Hong Kong, the "through ticket" system in respect of cotton piece-goods imported into Hong Kong, Dangerous Goods, Regulations, Sunday Working Cargo Permits, Shipping, the Piracy Menace, and Postal Charges, were all dealt with at length by the Chairman.

Tribute To Mr. Mackie

Attention to the way in which Hong Kong was becoming entangled in the network of government regulations, tariffs, quotas, etc., was drawn by Mr. P. S. Cassidy in seconding the adoption of the report and accounts. "No sooner," said Mr. Cassidy, "have we allowed ourselves to become a party to the Ottawa Regulations than we find our entry into the charmed circle of partners in the trade of the British Empire almost resisted."

Referring to the piracy problem, Mr. Cassidy said that it would never be solved so long as there is an absence of effective co-operation on the part of the Chinese authorities. "Regular and persistent policing of the Bias Bay district," he said, "should not entail undue expense to the Kwangtung Government and surely one can expect that Government to have some regard for its prestige by making every effort to clean up the district."

A glowing tribute was paid by Mr. W. H. Bell to the Hon. Mr. Mackie, who is shortly leaving for home, for his services to Hong Kong in particular and to the Far East in general.

CHAIRMAN'S SPEECH

Addressing the meeting, the Hon. Mr. Gordon Mackie said:—

"Gentlemen:—The Report and Accounts of the Chamber have been in your hands for some days and I rise to move their adoption."

Before reviewing the events of the year I am sure that you will wish me to express on your behalf the regret we feel at the passing of Mr. J. P. Warren who was for several years a member of the General Committee of the Chamber, and Mr. Syme Thomson who was Chairman of the Export Sub-Committee and previously of the Association of Exporters and Dealers of Hong Kong. In these capacities they had helped the Chamber in many ways and it is fitting that reference should be made here to our sense of loss and our appreciation of their services. A few days ago his many friends in Hong Kong and China learned with very great regret of the death of Mr. John Johnston who was for many years a prominent figure in the British mercantile community. The Committee has conveyed a message of sympathy to the partners of the firm and to the family.

On behalf of the Chamber I also wish to place on record our deep regret at the passing of Mr. J. D. Lloyd, who was for many years Superintendent of Imports and Exports, and in that capacity came into close contact with the Committee of this Chamber. In the untimely death of this able and conscientious officer the Colony has suffered an almost irreparable loss.

As this is the last annual meeting of the Chamber which I shall have the privilege of addressing I am particularly sorry that it has again fallen to my lot to review a year of bad trade. As in previous years, unexplained and unexplained stocks—a legacy of 1931 overtrading—seriously handicapped new business in textiles which is still one of the largest individual items of import.

DECLINE IN IMPORTS

Statistics reveal that there has been a considerable decline in the volume of practically all classes of imports into Hong Kong and China. As is well known, the principal reasons are the same in both cases, namely the growing

industrialisation of China and the low prices for China's exports which obtain in world markets. As regards the former there are numerous classes of goods which I think it is most improbable that China's industries will be able to supply in sufficient quantities for many years to come. If at all, I am therefore decidedly not at one with those who fear that China's natural and inevitable industrial growth has sounded the death knell of the import trade either here or in China. It is, however, certain that there will be no appreciable growth in the volume of imports from other countries until better prices are realised for the commodities which China exports.

During the year under review the silver producing interests in the United States of America, known as the silver bloc, convinced the American Government that a higher value for silver would improve China's purchasing power and consequently greatly benefit American export trade to China.

So far America's silver purchasing policy is having just the opposite effect in that it is paralyzing China's export trade and depriving it of the wherewithal to purchase foreign goods. Neither has it had the anticipated effect of increasing world commodity prices which are lower than they were when America commenced to buy silver.

Indeed, so far as one can see, the only benefit derived by anyone from this artificial interference with economic laws has gone to the comparative small portion of the world's population engaged in the production of silver.

The benefit of downward revisions of the Customs tariff in certain instances has been more than discounted by the levying in others of additional provincial taxation. Apart from the questionable legality of such taxes under existing treaties, certain of them apply to necessities which China is only producing in very small quantities. Consumers and merchants alike have therefore been very hard hit. The matter has been the subject of correspondence between the Chamber and H.B.M. Consul General in Canton.

IMPERIAL PREFERENCE

The principal tendencies in shipping and export trades are reviewed in the printed record of the Chamber's activities, copies of which have been forwarded to all members. Imperial Preference has enabled Hong Kong made goods to obtain a greater share of the trade in various Empire markets. The Chamber has been able to impart useful information to members as to the documents required in support of claims to this preference. You will note from the report that difficulties have been experienced regarding the formalities to be complied with in establishing to the satisfaction of Customs authorities in the United Kingdom the claim of certain shipments of Hong Kong-made goods to preferential treatment. In order to comply with Customs requirements as to the percentage of Empire content many local factories are using British materials which were formerly purchased outside the Empire. British suppliers will therefore be the losers if Customs requirements are made so onerous that Hong Kong-made goods can no longer be profitably exported under Imperial Preference. As a result of representations by the Chamber, the Hong Kong Government has taken up this point with

the Secretary of State for the Colonies.

HONG KONG OBJECTIONS

The Chamber also strongly opposed the proposed application in the United Kingdom of an import quota on rubber footwear manufactured in Hong Kong. Quite apart from the disastrous effect which the proposed limitation would have on an important local industry, the Committee felt that such an arrangement would be contrary to the Ottawa Conference Agreements. As a free port, Hong Kong is not able to return in full the advantages which our manufacturers enjoy in other Empire markets, but following the Ottawa Conference preferences were introduced in respect of Empire brandy, tobacco and cigarettes. A registration tax was also imposed on all non-Empire motor vehicles, in view of the Colony's claims to special consideration as an entrepot centre this was all that we were asked to do. In return for this, Colonial goods were promised free import into the United Kingdom, and importation at preferential rates into other Colonial markets. Having fulfilled its part of the contract, the Committee felt that Hong Kong was entitled to expect that the obligations of other parties thereto would be similarly fulfilled. Our representations on this subject were conveyed to the Secretary of State for the Colonies. No quota has been introduced, but uncertainty as to the future both in regard to the suggested quota and the attitude of the Customs Authorities has considerably handicapped business.

PIECE GOODS REPORT

You will note from the report that the views of the Piece Goods Committee, were requested by the Superintendent of Imports and Exports on a suggestion by a private member in the House of Commons that a "through ticket" system be instituted in respect of cotton piece-goods imported into Hong Kong. The suggestion was that a quota be given to that proportion of the imports intended for domestic consumption without interference with the entrepot trade. The Member apparently had in mind either through-bills of lading or bonded warehouses with transit passes for cargo not consumed locally. His suggestion followed the announcement by the President of the Board of Trade that in all British Colonies with the possible exception of Hong Kong, quota restrictions would be introduced on the import of cotton and artificial silk textiles. I am sure that all members with a knowledge of the piece-goods trade will endorse the views which the Piece Goods Sub-Committee expressed to the Superintendent of Imports and Exports regarding this proposal. They said, in effect, that the proportion of textile imports for purely local consumptions when compared with that ultimately shipped to adjacent markets in China is relatively so small that a quota system would not materially alter the position in regard to British textile imports. It must also be borne in mind that adjacent consuming centres are all open to direct Japanese competition, and the immediate result of the institution of a quota system would be to draw into direct channels a considerable part of the present trade of the Colony with South China. It is now, I think, fairly certain that, as regards textiles, the quota system will not be applied to Hong Kong. Before leaving this subject, I desire to express the thanks of the Chamber to the Chairman of the Piece Goods Committee for preparing at the request of the Government, a resume of methods adopted for the sale and distribution of piece-goods in Hong Kong. This valuable record is reproduced in the Annual Report of the Chamber.

NEW REGULATIONS

Another matter which formed the subject of consideration during the year by special sub-committees appointed for the purpose, was the proposed revision of Dangerous Goods Regulations. These regulations will affect shipping and storage companies, chemical, oil and similar organisations. At present there is duplication in the control of transport and storage of Dangerous Goods which are also subject to the provisions of several different ordinances and regulations made thereunder. New regulations have been drafted, the purpose of which is to define more clearly the responsibilities of shipping and other interests. Allowance is also made for the different degrees of risk incurred in handling large or small quantities of combustibles.

(Continued on Page 10)

ST. GEORGE'S SOCIETY

Mr. G. S. Archbuth
Honoured

"The annual meeting of St. George's Society was held last evening at the Board Room of the Hong Kong Jockey Club with Sir William Hornell, Kt., C.B.E., LL.D., in the chair."

In the course of his speech the president stated that the accounts were in a satisfactory state due to less calls being made upon the Society. He stressed the number of members being "below strength" and appealed for more recruits.

Supporting the president were the following:—Hon. Mr. C. G. Alabaster, K.C., O.B.E., Lt. Col. H. B. L. Dowbiggin, O.B.E., Messrs. G. S. Archbuth, L. C. F. Bellamy, J. K. Bousfield, P. S. Cassidy, W. A. Cornell, J. Scott Harston, V. C. Labrum, G. B. Labrum, Mr. G. G. N. Tinson, J. H. R. Hance, J. D. Darby and H. C. B. Way.

THE CHAIRMAN

Addressing the meeting, the Chairman, Sir William Hornell, said:—

Gentlemen: The accounts for the past year have been in your hands for the prescribed period and, with your permission, I propose to take them as read. I think we may consider the position, as disclosed in them, satisfactory.

The General Funds show a balance in hand of \$5,488.92, an increase of \$766.80 when compared with 1933. Income derived from Subscriptions and Entrance Fees shows a slight falling off, as also do Charitable Donations, but General Charges are also reduced and the figure of Grants and Donations was considerably less than in 1933.

The year 1934 was singularly free from calls upon our funds but this year we have already had five cases through our hands.

Once again I appeal to the generosity of members for assistance in our charitable work; they can rest assured that their contributions will be well spent and that all cases for assistance are very carefully enquired into.

The 1934 Ball Account shows a profit of \$54.83, which has been transferred to the Entertainment Fund; I think members will agree that we could scarcely have budgeted closer.

BAND CONCERTS

The Entertainment Fund, has donated a sum of \$100 to the Soldiers' and Sailors' Home and has also borne the expenses of a band concert which was held on the ground of the Hong Kong Cricket Club on St. George's Day. I feel sure you will agree that the revival of the band concert was a good move and that you will join with me in thanking once again the Commanding Officers and the Officers of the 1st Bn. The Lincolnshire Regt. and the 2nd Bn. The East Lancashire Regt. for allowing their bands to play; also the Committee of the Hong Kong Cricket Club for placing their ground at our disposal.

The Society's activities during the past year have been detailed in the report attached to the accounts, so I need say nothing further in regard to them. I feel, however, that members will be interested to know that we anticipate a profit of about \$40 from the Ball held in January this year.

There is one other point to which I would refer before I close, and that is our membership. Last year, a special circular was despatched to members in an effort to get more Englishmen to join the Society and the result was 29 new members. This cannot be regarded as satisfactory. I appeal to all Englishmen at present in the Colony who are not already members to join us. The Society has little to offer in return for your subscription, but you will have the satisfaction of knowing that your \$3 subscription will be carefully spent in helping really deserving cases.

"VOTES OF THANKS"

I should like to propose a special vote of thanks to Mr. S. Hampden Ross for having audited the accounts under review. I should also like to thank the members of the Committee for their loyal support and co-operation. I want once again to thank all those who work so hard to make the recent Ball a success—especially Mr. Cornell and Col. Dowbiggin.

I cannot conclude without saying something about Secretaries and Treasurers. No Society was ever better served. I am acknowledging Mr. Somerville's efficient services to the Society. I would like to thank Messrs. G. S. Archbuth and J. D. Darby for

PETITION BY PARSEES

For Remission Of Sentence

Canton, Mar. 25.

In connection with the embezzlement case of N.C. Dastoor, several members of the Parsee community in Hong Kong were in Shanghai over the week-end to induce members of the Parsee community here to sign a petition to be addressed to Sir Alexander Cadogan, British Minister to China, for the remission of the unexpired portion of the sentence.

A similar movement is on foot in Hong Kong and Macao. Dastoor was sentenced to two years' imprisonment on November 13, 1934 by Judge Mossop, who came here from Shanghai to try the case. The defendant was found guilty of charges of embezzlement and misdeemeanour while in the employ of Messrs. J. P. Vasunda and Company.

The petition was signed by most members of the Parsee community in Hong Kong, and several Parsees here have also signed this petition. The reason for applying for remission of sentence is that Mr. Dastoor had been most respectable in his business conduct and had not committed any previous crime.

placing such an able and willing man at the Society's disposal.

I now propose the adoption of the report and accounts as presented and, when this has been seconded, I shall do my best to answer any questions which members may care to ask.

SERVICE MEMBERS

In seconding the adoption of the report and accounts Lt. Col. Dowbiggin said that the lack of membership was perhaps due to the fact that the members of the Navy and Army were unaware of the fact that they are eligible to be members and asked that publicity be given to this and that all members of the services who are of English nationality are eligible to become members.

The accounts and report were unanimously adopted.

NEW OFFICERS

Proposed by Sir William Hornell and seconded by Mr. Scott Harston Mr. G. S. Archbuth was elected President for the ensuing year.

In proposing Mr. L. C. F. Bellamy to be the vice-president Sir William Hornell said that Mr. V. M. Grayburn found himself unable to accept either post due to the construction of the new building which was taking away much of his time. Lt. Col. Dowbiggin seconded.

Proposed by Sir William Hornell and seconded by the Hon. Mr. C. G. Alabaster the following were elected members of the Committee for 1935:

Hon. Sir W. T. Southern, K.B.E., C.M.G., Messrs. J. K. Bousfield, P. S. Cassidy, W. A. Cornell, J. D. Darby, S. H. Dodwell, V. M. Grayburn, J. Scott Harston, V. C. Labrum, A. B. Raworth, G. G. N. Tinson, and G. G. Wood.

On the motion of Mr. G. S. Archbuth and seconded by Mr. P. S. Cassidy Messrs. Linstead & Davis were elected Secretaries and Treasurers for the ensuing year.

NEW PRESIDENT'S THANKS

Mr. G. S. Archbuth said that he appreciated the great honour done him and he is fully conscious of the difficulties he will have to overcome in following the footsteps of his predecessors. He would promise them that he would do his best and that his first duty as their new president was to propose a vote of thanks to Sir William Hornell for the good work which he had done during the past year.

The question of the celebration of St. George's Day had also to be dealt with. The date falling on April 23 this year will follow closely on the heels of the Jubilee celebrations in May. Then the question of whether a band concert, as in last year, should be followed or whether it would be better to have only the ceremony of laying a wreath at the Cenotaph because of the Jubilee celebrations. In proposing that a concert should form the celebrations this year, Mr. Cassidy said that it would be a fitting introduction to the Jubilee celebrations. The past success of this sort of function fully warrants it and he would therefore propose that they follow suit this year.

Sir William Hornell in seconding the motion said that if the Band is available a Concert should take place. It was finally decided by the meeting that a band concert is to be staged, provided a band is available on that date.

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ADVERTISEMENTS.

IN THE SUPREME COURT OF HONG KONG

PROBATE JURISDICTION.

In the Goods of ARTHUR STANLEY TOWNLEY, FULLAN, Late of 3, BROAD HILL ROAD, SYDENHAM IN THE COUNTY OF KENT FORMERLY OF H. M. S. WILDFIRE ROYAL NAVAL SUB DEPOT SHREWSBURY IN THE SAID COUNTY, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897, made an order limiting the time for creditors and others to send in their claims against the above estate to the 16th DAY of APRIL, 1935.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 20th day of March, 1935.
JOHNSON, STOKES & MASTER,
Solicitors for the Executrix.

Princes Building,
Ice House Street,
Hong Kong.

[3352]

THE HONGKONG FIRE INSURANCE COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixty-sixth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 29th March, 1935, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1934.

The Share Register and Transfer Books will be closed from the 15th to the 29th March, 1935, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Managers,
The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 8th March, 1935.

[3314]

UNION WATERBOAT CO. LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTIETH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Offices of Messrs. Dodwell & Co., Ltd., on WEDNESDAY, 3rd April, 1935, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1934.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd March to 3rd April, 1935, both dates inclusive.

DODWELL & CO., LTD.
General Managers
Hong Kong, 16th March, 1935.

[3345]

THE HONG KONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the ONE HUNDRED AND FIFTEENTH ORDINARY MEETING of Shareholders in the Company will be held at the Office of the Company, Queen's Building, Victoria, Hong Kong, on WEDNESDAY, the 10th April, 1935, at 3 o'clock p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 28th March to the 3rd April, 1935, both days inclusive.

By Order of the Board of Directors,
H. DA LUZ,

Acting Secretary.
Hong Kong, 19th March, 1935.

[3344]

THE HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the THIRD Extra Race Meeting to be held on SATURDAY, 30th APRIL, 1935 (weather permitting), may be obtained at the Secretary's Office, Gloucester Building, The Club House, Happy Valley, the Hong Kong Club, the Sports Club, and the Stables, Shan Kwong Road.

Entries close at 12 o'clock NOON on THURSDAY, the 28th MARCH, 1935.

By Order,
C. E. BROWN,
Secretary.

[3364]

BIRTHS

PLATT.—On March 17, 1935, to Dr. and Mrs. B. S. Platt, a daughter (Elizabeth Jane).

CALDER.—On March 19, 1935, at the Country Hospital, Shanghai, to Mr. and Mrs. W. Graham Calder (nee Eileen Inch), of a son.

DEATH

CANNING.—On March 18, 1935, at the Sino-Foreign Clinic, Shanghai, Sofia, widow of Norman E. O. P. Canning, aged 69 years.

Editorial and Business Office: 11 Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24311.
London Office: 53, Fleet Street, E.C. 4

The Daily Press.

HONG KONG, MARCH 26, 1935.

HIGH LIGHTS FOR HIGH PLACES

There seems to be little doubt that the end of May will bring with it a considerable increase in the sources of illumination in Britain, for the King's Silver Jubilee will be observed with bigger and better lights than ever. Bonfires and beacons which are amongst the most primitive types of festive illuminations will vie with the more modern methods which, of course, will include floodlighting. At a time when the authorities responsible are making plans for the illuminations, news comes from Gibraltar that the "Rock" will have both—a chain of bonfires along the summit of the rock—is suggested while there is also a plan for floodlighting the rock itself with the aid of searchlights to be operated by the Army and the Navy. According to present plans, it sounds as though it would be one of the most spectacular sights seen in the neighbourhood of Gibraltar since the final stages of the siege of 1779-1783 when the British artillerymen beat off the last and the greatest attack from the sea by firing red-hot shot at the Spanish vessels.

There is, however, one possible flaw in the proposals and that is there may be some purists who may protest that floodlighting Gibraltar will not prove so much an innovation as an indignity. Against this, however, there is the argument that if it is permissible to floodlight the most ancient and elegant example of man's architecture, there should be nothing derogatory in doing the same thing for some of nature's outstanding masterpieces. As a matter of fact, the fierce ray of white light which now threatens to beat upon one of the former Pillars of Hercules, may suggest to those responsible for the arrangements that there are also other promising candidates for this form of Jubilee celebration. It would indeed be a valiant effort to floodlight the Everest, but unfortunately this huge mountain falls outside the limits of what we used to regard as the Empire on which the sun never sets but which we now recognise as providentially supplied with a darkness that can be treated by massed batteries of searchlights.

But here we must bow to the fact that floodlighting, like charity, must begin at home and that which is good enough for Gibraltar might also, with advantage, be applied to Snowden or Ben Nevis, or perhaps the chalk cliffs of Dover might shine in limelight splendour while an illuminated Land's End blazed forth in welcome to the approaching seafarer.

We regret that through an oversight reference was made to a private organisation in the Gospel by "Prudence" yesterday.

All precautions will be taken to prevent a recurrence in future.

GENERALISSIMO AT KWEIYANG

Kweiyang, March 25.

General Chiang Kai Shek and Madame Chiang arrived here by air from Chungking yesterday afternoon, the flight taking two and a quarter hours.

The Generalissimo immediately went into conference with the military leaders concerning the anti-Communist campaign.

Reuter.

CHINESE NOT WANTED

Manchuria Issues New Law

[Special to the "Hong Kong Daily Press" (Copyright).]
Shanghai, March 18.
A special telegram from Peking to the "Sin Wen Pao" says:

"An official note issued by the Japanese Authorities in Manchuria to-day announces 13 regulations restricting foreign labourers entering Manchuria. Foreign labourers wishing to enter Manchuria or Kwantung area must have a certificate giving name, age, nationality, bearing a photograph of the owner, and particulars of employment. Those failing to comply with these rules will not be permitted to enter Manchuria."

Another Peking message in this paper says that persons carrying \$50 cash are permitted to enter Manchuria. Information from Kupeikou states that no restrictions have been placed there so far. Persons willing to pay the \$1 passport fee are permitted to proceed to Manchuria.

Too Many Labourers
No information regarding the barring of Chinese from Manchuria has been received in official circles in Tientsin and the Peking-Mukden Railway Administration is continuing to issue through tickets for passengers from Peking to Manchurian stations, the "Sin Wen Pao" says. More than 2,000 Chinese were stopped at Shanghai on March 14 and 15. Travellers having employment in Manchuria are permitted to proceed but those who are looking for work are being held back.

The paper also says that large number of Chinese labourers entering Manchuria have affected the livelihood of Korean and Japanese labourers. It is stated that since the Mukden Incident of 1931 more than 7,000,000 Chinese labourers have entered Manchuria.

China United Press (by Mail).

THIRTY FIVE YEARS OLD

Shanghai "Y" Celebrates

[Special to the "Hong Kong Daily Press" (Copyright).]
Shanghai, March 17.

On the occasion of the 35th anniversary of the Shanghai Y.M.C.A., Dr. V. K. Wellington Koo, Chinese Minister to France, told a big gathering that Y.M.C.A. organizations the world over represent an individualized expression of a spiritual force struggling for truth, justice and equality.

Surveying the international situation, taxation, armaments, tariffs etc., Dr. Koo said that the desire for equality and security among nations, owing to their fears of foreign aggression has been the "raison d'être" of the League of Nations. The League, however, is only an official international body, which has not been able to go beyond the noting down of international disputes without being able to have recourse to force, for which it is not equipped. Peace efforts, in order to be effective, said Dr. Koo, must necessarily be organized so that peace agents may find individualized expression through better co-ordination of these forces.

Y.M.C.A. organizations are one way of working out this desired end, said Dr. Koo. The fact that the organizations stand for service, truth, light, and justice, necessarily means that they are carrying out these principles in their deeds, and this in turn will have a most beneficial effect upon other forces which might thereby be united and co-ordinated, thus marshalling more forcefully the factors for peace. China definitely believes in equality and truth as a world force.

China United Press (by Mail).

NEW AIR SERVICE IN CHINA

Shanghai, March 25.

The China National Aviation Company's new tri-motor Ford plane left for Chungking at 7.50 this morning on a trial flight. It will proceed to Kweining, Yunnan, to-morrow, and will inaugurate the regular Shanghai-Kweining service on April 1.

Reuter.

MORE BANDITS

In Manchoukuo

Harbin, March 10.

The bandit outrages on the eastern railway line and down the Sungari River have been followed up by another raid on a much larger scale on the town of Fengchan, situated on the right bank of the Sungari about 80 miles north east of Harbin. From the news which have reached Harbin it seems that about 600 bandits, being the members of three gangs under well-known leaders, rushed the gates of the town in the early morning, driving back the force of about 200 police who had been left to guard the inhabitants and their property. Fighting occurred in the streets, during which several were killed and many wounded and it was not long before the gang had control of the main part of the town. They looted and robbed to their heart's content, at the same time setting fire to many of the buildings and as there was a high wind at the time, the fire spread with great rapidity.

Authorities in Harbin it was decided to despatch a detachment of the 37th brigade of Manchurian troops from Tunha on the left bank of the river, but they could not get across the river owing to the weakness of the ice. A force of police was then hurriedly despatched from a nearer town and troops from Harbin itself, but as is usual in such cases, the bandits got away from the town before they could be grappled with. The tactics of these bandits is to attack any force weaker than themselves and never fight with real troops.

Heavy Guns

Full particulars of the Fengchan raid have not been received, but it is reported that the Russians and Japanese who reside in the town are all safe. It is possible that some of the wealthier merchants have been kidnapped, but no details are at present obtainable. The first reports of the raid, before the telephone and telegraph service broke down, stated that the bandits had plenty of rifles and revolvers, and has also some heavy guns with which they did much havoc to the gates of the town. This raid is one of the worst reported for some time and proves that there is still outlaws who will go on raiding till they are all killed.

A foreigner who visited the walled town of Ashihe twenty miles from Harbin, yesterday, states that not a single person dare go outside the walls in the evening as there are so many bandits in the hills which surround the old town.

Air Raid Drill

The air raids were carried out this evening as by programme, there was little to view, as there was a bright moon and many stars, this giving quite enough light to see every house in the streets. The public went out into the streets expecting that aeroplanes would fly overhead, but there were none, the military authorities confining themselves to putting the city into darkness for ten minutes. A number of houses placed candles or kerosene lamps in their windows, thus entirely spoiling the scheme that all lights should be extinguished. In fact it might be said that the public did not seem fully to appreciate the idea and did not give the authorities the support that they should have done, many making the occasion into a show, rather than a serious test of what to do in the event of an air raid.

ATTITUDE NOT CHANGED

India Bill Problems

New Delhi, March 24.

Consideration of the clauses of the India Bill, especially those dealing with the Federal Court and Federal Legislature, was resumed at a conference of Ministers of the India States, to-day.

The conference was presided over by Sir Akbar Hydari. In order to prevent any misunderstanding, the conference spokesman reiterated the Indian States' attitude to the Federation was unchanged, and efforts are being directed towards examination of the clauses only in order that the Bill by suitable amendments, may be made acceptable to the States.

Reuter.

ANGLO-CHINESE TRADE OUTLOOK

More Optimistic View

China has been much "in the Home cables during the last few days.

First the "Daily Telegraph" lays emphasis on the neglect of Hong Kong in the scheme of air development so feverishly being carried out on the Pacific, and rightly emphasise its position as the aerial Clapham Junction of the Orient.

Then Mr. Walter Runciman, President of the Board of Trade, expresses the belief that Chinese trade development will be one of the most important features of the next decade.

From Australia, it is announced it will shortly be possible to travel by air to Singapore, which will open up the East to Australian business men, bringing them to Hong Kong in about 10 days, and from New Zealand in a fortnight. Air Mail on this route is of course already in operation.

Nothing is better calculated to remove from these two Dominions that sense of isolation which more than anything else, has acted as a bar to the development of their trade with China. The China market being practically at their door seems the natural outlet for a very large proportion of the trade of these two Dominions, and in face of the developments that have taken place in Sino-Foreign trade in the last few years, it appears strange that Australia and New Zealand should have lagged so far behind.

Another reference to China appears in the "Financial News" of London, which while discussing the question of a credit or loan to China to assist her in the currency crisis brought about by the action of America on the silver question, links the financial position with the political one as embracing the whole Pacific question.

The "Times" also has a letter from Lord Lothian, on the necessity of European assistance to China in the interests of trade.

CENTRE OF TRADE

Finally we get this striking statement from a most interesting book published last year called "Japan the Mistress of the Pacific":—

"The Chinese market is indeed the pivot on which future events in the Pacific will turn. The three powers destined to play the leading roles in developments concerning China are Great Britain, U.S.A. and Japan."

Clearly events are shaping in a manner that will vitally affect Hong Kong, and it is all to the good that its importance to the British Empire is being realised at Home. Nothing can hold back its development as the centre of Anglo-Chinese trade, and also as the meeting point of Chinese and British culture.

Greatly opportune is it that the British Empire and China Trade Fair should be planned for the present year. The interest of the Chinese is aroused, and the form of their participation is the subject of debate far outside the circle of Hong Kong itself. One thing is important. It is not only for the development of Anglo-Chinese trade that the Trade Fair forms a landmark; even more important is that the people of the British Empire and the Chinese should learn something of each other's views.

"CANDLE OF UNDERSTANDING"

A very large part of the trouble and distress in which the world to-day lies is due simply, to a failure to understand the other fellow's point of view.

To Hong Kong, perhaps, will fall the distinction of contributing something tangible towards a closer appreciation of each other's aims between the British and Chinese peoples.

It will be no bad epitaph of the British Empire and China Trade Fair if at its close it can be said, it "lit a candle of understanding which shall not be put out."

MAJOR KNOX

Former Fast Bowler Dead

(Special Air Mail Service)

London, March 6.

Major N. A. Knox, the old Surrey fast bowler, who played for England against South Africa in 1907, has died at the age of 50.

Major Knox did not have a long career in first-class cricket, but he will live in memory as one of the fastest bowlers the game has even produced. His top speed, however, did not last for more than a few years, he had not the stamina of that other great Surrey "express," Tom Richardson.

He was in the Surrey side from 1904 to 1910; and in 1905, when Walter Lees was a power with him

NEW WORLD RECORD

Worcester, Mass., Mar. 24.

Alice Bridge, of the United States, to-day set a new world's record for the 300 metres backstroke, with a time of four minutes 32 seconds. This is an improvement of five and one fifth seconds on the record established by Mrs. Holm-Jarret in 1932.

Reuter

In the attack, he took 121 wickets for the county.

After leaving cricket Major Knox developed his lawn tennis to such purpose that he played for the Army, and, after his retirement from the Royal Army Ordnance Corps, for the Surbiton club.

The same height and reach which made him a fast bowler made him a fast server.

He did not quite succeed in playing lawn tennis, as well as cricket, for the Surrey county.

LOCAL AND GENERAL

There will be a Lecture at the University Union Assembly Room at 5 p.m., on Tuesday, March 26 given by Dr. L. R. Stuart, D.D., the former President of Yen Ching University on the subject of "Contribution of Religion to Ultimate Reality." All interested are welcome. Tea will be served before the Lecture at 4.45 p.m.

We have been informed by the Hong Kong Tramways, Ltd., that their objections to the proposed reduction of bus fares to less than 10 cents on those routes where buses compete with tramcars are at present under the consideration of Government and as far as the Tramway Company is aware no decision has yet been arrived at.

Under the Auspices of the H.K. University Education Society Mr. L. G. Morgan M.A., B.Sc. will deliver a lecture on "Education as a Science," on Wednesday, April 3, at 8.30 p.m. in the University Union Assembly Hall. All are welcome.

One case of small-pox and one of diphtheria were reported for the 48 hours ended on March 24.

The Bogey Pool competition on the new course at Fanling over the week-end was cancelled owing to insufficient entries.

Construction work of double-track of the Shanghai-Nanking section of the Shanghai-Nanking Railway has been completed. It is learned that the double-track will be open to traffic on April 1.

Authorities in Hopel, Shantung and Honan have formed a joint committee to deal with the problem of strengthening the Yellow River dykes now threatening to first and allow a large area in Hopel to be flooded. The Hopel provincial authorities have appropriated \$7,000 to go towards the costs of strengthening the dykes.

A survey made by the Ministry of Foreign Affairs reveals that altogether 28 Chinese diplomatic officials have been married to foreign women. Of this number, eleven are now stationed in the countries to which their wives belong. The Ministry have put on record the names of these eleven officials who are expected to be recalled in the future or transferred to other countries.

NEWS SUMMARY

The annual general meeting of the Hong Kong General Chamber of Commerce was held yesterday, when the chairman, Hon. Mr. MacKie, gave a comprehensive review of the trade conditions both in Hong Kong and China during the past year. Page 7

There was a sequel to the junk piracy at Castle Peak on January 15 at the Criminal Sessions yesterday when three men were charged with the murder of the master of a junk. Page 6

Resolutions for the re-organisation of the capital of the company were passed at the extraordinary meeting of Hong Kong and Whampoa Dock Co., Ltd. held yesterday. At the annual general meeting held previous to the above meeting, it was mentioned that the gross profits for the year decreased by over \$40,000 as compared with that of 1933. Page 6

The Rev. C.B.R. Sargent was ordained yesterday morning by Rev. Bishop Hall. Page 11

Mr. G. S. Archbutt was elected president of St. George's Society at a meeting of the Society held last evening. Page 7

At the sixth annual general meeting of the shareholders of the Hong Kong and New Territories Ferry Co., Ltd. a dividend of \$1 per share was declared. Page 11

The funeral of Sub-Inspector Thomas Carson took place yesterday afternoon at the Cemetery Happy Valley, and was very well attended. Page 11

The annual general meeting of the Kowloon Bowling Green Club was held yesterday, with Mr. B. Wylie presiding over an exceptionally large gathering. Page 12

HEATED DEBATE IN POLAND

New Constitution Adopted

[Special to the "Hong Kong Daily Press" (Copyright).]

Warsaw, Mar. 24.

Poland's new constitution about which a stubborn political fight has been in progress for several years, was passed by 260 votes to 139 in the early hours of Sunday morning after many hours of heated debate. The Nationalist, Peasant, and Socialist parties voted against. The National minorities abstained.

The debate in the SEJM began on Saturday at 1 p.m. before a crowded house, every seat in the visitors' gallery being occupied. The whole chamber with Premier Koslowski, at the head were present. The diplomatic box was crowded, and until the last moment the Opposition had hoped that Pilsudski's supporters would fail to attain their end owing to the legal difficulty in obtaining two-thirds of the majority which the "Pilsudskists" do not command. The Government, however refused to admit the validity of this contention, declaring that a simple and absolute majority is sufficient. When the result of the vote was announced the Government block broke into jubilant cheers while the Opposition began noisy demonstrations, declaring the result as unconstitutional because the two-thirds majority was not attained. The Socialists finally started singing the "International" whereupon the Government block replied with the "Song of the Legionnaires," the war hymn of Pilsudski's national liberation of troops.

At last the SEJM was cleared by orderlies. Until a late hour on Sunday night street demonstrations were going on, the crowds cheering wildly for Pilsudski.

Transoceanic Kuo Min.

CUSTOMS CRUISER AGROUND

Shanghai, March 25.

The identity of the vessel which sent out an S.O.S. on Saturday evening has been established as the Foochow customs preventive cruiser Hai Ho of 500 tons which ran aground on an uncharted rock between Foochow and Amoy.

The crew were rescued by a Chinese steamer, which is standing by to prevent piracy.

Reuter.

DIPLOMATS MEET IN BERLIN

Hitler Joins In The Discussions

(Special to the "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 25, 7.30 p.m.)

Berlin, March 25. The conversations between Herr Hitler, Sir John Simon and Mr. Anthony Eden began at the Reich Chancellery this morning at a quarter past ten. The British Ambassador, Sir Eric Phipps, Foreign Minister, Baron von Neurath and the Chancellor's special commissioner, von Ribbentrop are also taking part in the conversations which after a brief luncheon will be resumed in the afternoon. In order to save time and speed up the discussions no formal exchange of visits between Herr Hitler and the British Minister will take place.

POLAND CONCERNED
The Polish Ambassador called at the Foreign Office here on Sunday and discussed with Foreign Minister von Neurath, according to informed quarters the international situation resulting from the introduction of compulsory military service in Germany.—*Transocean Kuo Min.*

MINISTERIAL TOUR
London, Mar. 25. The Anglo-German conversation began this morning will be continued to-morrow on Wednesday. Sir John Simon will fly back to London, while Mr. Anthony Eden will continue his journey to Moscow, later visiting Warsaw and Prague. He is expected back in London on April 4. The results of the series of visits will be reported to the British cabinet and Parliament and on April 1 the situation will be reviewed in the light of reports of the British Ministers at a conference in Stresa between Signor Mussolini, M. Laval and Sir John Simon.—*British Wireless.*

SCOPE OF DISCUSSIONS
Berlin, March 25. Mutual information rather than definite agreements are regarded in British circles as the main purpose of the discussions, while German diplomats divide the issues into those whereon bargaining is possible, namely the Air Pact and Navy, and those on which agreement is most difficult, for example conscription, Eastern Locarno and Austria.

The Colonies and the Memel question are not likely to be discussed as the former will complicate the issue and is not included in the purpose of Sir John Simon's visit which is confined to European security, while Memel is regarded in British circles as an affair for the League.

Difficulties are not expected in connection with the Air Pact for which Germany is anxious, nor on naval matters whereon she at present has moderate ambitions. The unofficial idea is that she is content with a navy totalling 400,000 tons with submarines. The main thorn is Eastern Locarno.

A high official told Reuter that a mutual assistance clause at present seems quite unacceptable.

Also Germany is unlikely to abandon all interests in Austria wherein Herr Hitler himself is specially interested as regards conscription and it is pointed out that the figures of the new army are somewhat indecisive and negotiation is possible. It should be realised, however, that Herr Hitler himself is likely to participate in any decisions and his view does not coincide necessarily with the orthodox diplomatic opinion.—*Reuter.*

FRANCO-ITALIAN DEMANDS
Berlin, March 24. It appears that France and Italy demand a certain amount of military superiority over Germany. They have given Sir John Simon, through Mr. Anthony Eden, certain minimum requirements on security and armaments and will watch the discussions with benevolent interest, but will not in any way be bound by the results.

It is learned that the Polish Ambassador on Saturday made a verbal demarche to Baron von Neurath, the German Foreign Minister, and communicated Poland's views on the situation arising from the conscription law. Sir John Simon and Mr. Eden were cordially welcomed here. Besides some cheering there were shouts of "Heil" while they were

motoring through the streets. Two hundred guests and visitors at the Hotel Adlon greeted them with a burst of applause when they returned to dress for the dinner at the British Embassy.—*Reuter.*

ROUMANIA'S POLICY
Bucharest, March 24. The Roumanian Foreign Minister, M. Titulescu, left here to-day for a two days' visit to Belgrade, the Yugo-Slavian capital, before continuing on to Prague, Czechoslovakian capital.

Before leaving, the Foreign Minister saw King Carol of Roumania and also the French Minister to Bucharest.

He has refused to make a statement officially, but it is reported that he favours the Powers using "the mailed fist."

It is believed in diplomatic circles that the Roumanian Government is of the opinion that if Hungary introduces conscription, Roumania should repeat her action of 1919, and occupy Budapest.—*Reuter.*

AUSTRIA'S CLAIM
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, March 25, 7.30 p.m.)
Vienna, March 25. Austria's claim to full equality of rights was emphasised by the foreign minister, von Bergr-Waldenegg in a speech in the town of Schladming, Styria, in which it was said that during his voyage abroad he had everywhere insisted on Austria's right to be treated in every respect as an equal partner. The minister added that he would not be satisfied until that claim is admitted.—*Transocean Kuo Min.*

MINISTERS' JOURNEY BY AIR
Meeting, At Amsterdam

[Special to the "Hong Kong Daily Press" (Copyright).]

At 12.30 Dutch time on Sunday, Sir John Simon landed at Amsterdam. A minute later Capt. Eden arrived by special airplane from Paris. As Sir John stepped from the plane he was surrounded by journalists and photographers so that Capt. Eden's arrival was almost unnoticed. The two ministers greeted each other cordially both being welcomed by the British Minister at The Hague, Sir Hubert Montgomery.

When the pressmen overwhelmed him with questions, Sir John answered smilingly "All I have to say is that my colleague and I are delighted to meet each other again on friendly Dutch soil." Capt. Eden comes from Paris and I from London. As soon as we have lunched we will continue our flight to Berlin. Please don't ask any more questions."

Transocean Kuo Min.

BERLIN WELCOME

Berlin, March 24. Two minutes before the time scheduled for it to land at the Tempelhofer Field, Berlin's airport, a vast plane belonging to the Imperial Airways bringing Sir John Simon and Capt. Eden was sighted in the distance. In the bright sunshine of the early spring afternoon the Union Jack was recognised fluttering in the breeze as the plane drew nearer. Immense crowds had gathered to welcome the British ministers whose mission is fraught with momentous issues for the whole world, the significance of which was made clear last week to the entire German people through the Press, wireless and newscasts.

Punctually at 5.30 p.m. the British airplane landed at the debarcation station. Deafening cheers went up from thousands of throats repeated again and again when Sir John Simon opened the door of the plane and as the first of its occupants descended. The next to come was Capt. Eden. Baron von Neurath and others who had been assembled in Tempelhofer Field since 5 o'clock stepped forward and greeted the guests cordially. The British Ambassador coming immediately after Neurath and Sir John immediately engaged in conversation which onlookers bore all the signs of warm friendliness. The personal

FUTURE OF THE GOLD BLOC

Very Gloomy View In London

London, March 25.

The city is taking a most gloomy view of the future of the Gold Bloc, many being of opinion that Belgian adherence to gold is now only a matter of days. Next to Belgium, Italy and Switzerland are most suspect, while there is a growing belief that Spain will shortly link up with sterling.

Mistrust in the city is expressed by the extraordinarily heavy discounts now being quoted, namely three months belgas, liras and pesetas are now quoted at two belgas, two and a half liras and one and three quarters pesetas discount respectively.

In the meanwhile Belgium and Italy, the only nominal gold standard countries, are both considerably under parity with Paris, which ought to lead to heavy shipments of gold to Paris and elsewhere except for the severe exchange restrictions now operating.—*Reuter.*

SILVER MARKET

(From Our Own Correspondent)

London, March 25.

London Silver prices to-day were 1/2 up as follows:—

March 23 March 25
Spot..... 27-3/8 27-7/8
Forward..... 27-1/2 28
London on New York cross rate at 2 p.m. to-day was 4.7762 compared with 4.7712 at closing on Saturday.

GRANTING LOAN TO CHINA

Many Difficulties In The Way

London, March 25.

A popular report in the city is to the effect that China is seeking a £10,000,000 loan. All authorities agree that the negotiations must be very protracted in view of the many complications, political and financial.

The suggestion that China may borrow bar silver from America on the analogy of the recent cotton and wheat loans finds little support here in view of the uncertainty in the price of silver when repayment becomes due, while equal uncertainty regarding gold appears to defeat the attempts to fix a repayment price now.—*Reuter.*

bodyguard of Adolf Hitler was drawn up as a guard of honour standing to salute as Sir John appeared. The commanding officer then stepped forward and addressed a few words to the British Foreign Minister, indicating the purpose of the presence of the troops.

THE GATHERING

A great number of distinguished personalities had awaited the arrival of the British airplane since early in the afternoon, the visitors' terrace being crowded to capacity. Among these were Sir Eric Phipps, British Ambassador and the whole Embassy staff, Baron von Neurath, the State Secretary in the Presidential Chancellery, Dr. Meisner (personal representative of the Reich's chancellor, State Secretary of the German Foreign Office, von Buelow, the Chief of Protocol, Count Vasevitz, Ministerial Director Dyckhoff from the German Foreign Office, the Chief of the Berlin Police, von Levetzow, the ministerial counsellor of the Reich Air Ministry, Dahlmann, the airport commander, Major Carganico.

German and foreign Pressmen, above all, British correspondents were present at full strength. While those who had gathered in the Tempelhofer field were welcomed the British guests Press photographers and newscast men were working at high pressure. Then Sir John and Baron Neurath entered the first waiting motor car. Capt. Eden taking the next with Sir Eric Phipps. Again and again crowds of spectators cheered wildly as the cars left Tempelhofer field for the Hotel Adlon where the British ministers are staying.—*Transocean Kuo Min.*

PROBABLE STARTERS AND JOCKEYS

The Lincolnshire Handicap

London, March 25.

The following are the probable starters and jockeys for the Lincolnshire:—

The Blue Boy.....G. Richards
Flamenco.....E. Smith
Commander Thrd.....H. Beasley
Celadon.....Dick
Pepino.....Merryman
Makila.....Freddy Fox
Spirituelle Second.....M. Beary
Barredumber.....(No jockey)
Heavyweight.....Harry Wragg
Bow And Arrow.....Nichol
Galapas.....Lane
Snooker.....Steve Donoghue
Main Chance.....Gethin
Llanarmon.....Sammy Wragg
Adriatic.....Nevett
Grey Carey.....Lowrey
Generous Gift.....Evans
Circular Saw.....Dines
Blackmail.....Richardson
Bridge Field.....F. Hunter
North Devon.....Sirett
Man's Pal.....Barber
Gay Venture.....Cliff Richards
Lost Soul.....Weston
Fleet Foot.....Spares
Overcoat.....D. Smith
Marathon.....Hawcroft
Laquador.....Christie
Patrimony.....Robertson
Rydonfairy.....Sharpe
Bendex.....H. Foster
Goldenhow.....Holmes
Big Bad Wolf.....Ryan
Reuter.

GRAND NATIONAL

Golden Miller Favourite At 7 To 2

London, March 25.

The following was to-day's call over for the Grand National:—

7/2 Golden Miller t. and o.
13/2 Thomond Second 1. 7/1 t.
17/2 Tapino's t. and o.
18/1 Reynoldstown 1. 20/1 t.
20/1 Southern Hero t. and o.
20/1 Castle Irwell o. 22/1 t.
22/1 Really True o. 25/1 t.
25/1 Brien's t. and o.
25/1 Alexena o. 28/1 t.
28/1 Royal Ransom t. and o.
33/1 Blue Prince o. 40/1 t.
33/1 Delandale o.
40/1 Princess Mir o. 50/1 t.
40/1 Uncle Batt o. 50/1 t.
Reuter.

LATEST CALL OVER

London, March 25.

To-day's call over for the Lincolnshire was as follows:—

9/1 Commander Thrd.
12/1 Overcoat t. and o.
100/7 Flamenco o. 15/1 t.
15/1 Llanarmon o. 100/6 t.
18/1 Pepino t. and o.

RISE IN VALUE OF DOLLAR

Hardships Suffered By Officers

London, Mar. 25.

In the House of Commons to-day, Sir W. H. Davison (Conservative) drew attention to the hardships suffered by British officers stationed in Tientsin and other stations in China owing to the rise in value of the dollar.

The Parliamentary Secretary for War, Mr. Douglas Hacking replied that the rates of exchange and effect on the cost of living of officers who are paid in sterling are under constant observation. The rates and allowances for all three stations in China were being reviewed with effect from April 1.—*Reuter.*

ONE MAGAZINE SAVED

Terrific Explosions In Manchukuo

Harbin, March 25.

The explosions which occurred yesterday when a Manchukuo Army ammunition dump at Gondatseka blew up lasted for eight hours during which most of the residents in this area crouched in the cellars to escape the rain of shell and splinters. Many outhouses and verandahs of several houses collapsed. The force of the terrific explosions rocked the churches nearby in which services were being held at the time. Ceilings were cracked and some material fell down, but the congregations maintained a calm attitude and the services were not interrupted. Japanese and Manchukuo troops worked heroically and, at great risk to their lives and they saved the one remaining magazine filled with live shells from exploding. The casualties have not been disclosed so far.—*Reuter.*

SPEED LIMIT IN BRITAIN

London, March 25.

The new speed restriction on British roads was fully tested in fine weather during the week-end.

18/1 Gay Venture t. and o.
22/1 Snooker o. 25/1 t.
22/1 Makila o. 25/1 t.
22/1 Celadon o.
25/1 Circular Saw t. and o.
25/1 Lost Soul o. 28/1 t.
25/1 Spirituelle o. 28/1 t.
28/1 Bendex t. and o.
28/1 Heavyweight o. 33/1 t.
28/1 Man's Pal o. 33/1 t.
28/1 Blackmail o. 33/1 t.
33/1 Fleet Foot t. and o.
33/1 The Blue Boy o. 40/1 t.
33/1 Laquador o.
33/1 Galapas o.
33/1 Generous Gift o.
33/1 Bow And Arrow o.
33/1 North Devon o.
33/1 Grey Carey o.
40/1 Adriatic o.
40/1 Wraxhall o.
Reuter.

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DEFIANCE BY SUIYUAN

Possibility Of Civil War

Peking, March 25.

Unless the Suiyuan Provincial Government desists from its refusal to obey the orders of the Central Government and the Peking Military Council, there is a strong possibility of civil war on the Mongolia-Suiyuan border.

Prince Teh, Secretary General of the Mongol Autonomy Council, has telegraphed to General Ho Ying Ching from Pailingmiao that the Suiyuan authorities must be held responsible for clashes which occur between Mongol and Suiyuan forces because of their proximity.

He points out that Articles four and seven of the autonomy agreement guarantee the Mongols against colonisation of their territory by Chinese and allocates the percentage of taxes collected by the Suiyuan authorities on Mongol land already colonised and goes on to say that the percentage is not being paid and Suiyuan, in defiance of Nanking's orders, has sent troops to Mongol territory to prevent the Mongols collecting the taxes in their own territory.

The Suiyuan authorities are reported to have refused to accept the compromise proposals made by General Ho Ying Ching.—*Reuter.*

MAJOR RAYNOR FOUND DEAD AT HOTEL

Bombay, March 25.

Major A. Raynor, of the Indian Army Ordnance Corps, was found dead to-day in a pool of blood at the hotel where he has been staying since his arrival from Hong Kong on March 9. His revolver was lying by his side.—*Reuter.*

SUICIDE VERDICT

Bombay, March 25.

"Suicide, while in a state of mental depression," was the verdict returned at the inquest which was held into the circumstances surrounding the death of Major Raynor.—*Reuter.*

FISHERMEN RESCUED

[Special to the "Hong Kong Daily Press" (Copyright).]

Moscow, Mar. 24. Forty out of 100 fishermen adrift in the sea of Azov were sighted by an airman on Saturday, and brought to safety on Sunday. No trace of the rest has yet been discovered so that little hope is now entertained that they are still alive.—*Transocean Kuo Min.*



Thoroughly Reliable

The name "Black & White" is a mark of quality in whisky. It is a mark of quality which distinguishes the whisky from all others. It is a mark of quality which is always everywhere the quality is the same.

BUCHANAN'S
"BLACK & WHITE"
SCOTCH WHISKY
WORLD-RENOUNDED FOR AGE AND QUALITY

TRANSFER OF C.E.R.

Home Comment

London, March 25.

The transfer of the Chinese Eastern Railway is an encouraging step forward in the march of Soviet-Japanese relations, declares the "Manchester Guardian." The fact that Japan is ready to pay ten million pounds for a railway that is already hers, in practice, at least suggests that she expects and desires peace for some time on every count. Continental imperialism having proved neither so easy nor profitable as expected, Japan may as well desire a period of peace to grapple with what she has already got.

China may seem a more paying proposition than exploiting cold and hostile acres in Siberia. Economic necessity is forcing China more and more into the hands of Japan and it is interesting to see if General von Seeckt's successor is a European or Japanese.

If Chiang Kai Shek can put down communism, he will be able to snap his fingers at Japan, if not it is very likely that he will be forced instead to hold out his hands for help.—*Reuter.*

NARROW ESCAPE

For Chicago Officials

Chicago, March 24.

Chicago had not seen or heard anything in the nature of a gang raid in the open for many months, until to-night when the State Attorney, Mr. Courtney, and another official, Mr. Harry Perry, were attacked.

They were driving together along a downtown street when a curtained limousine swept past them firing rapidly as it went. Tommy-gun and shot-gun slugs ripped through the State Attorney's car, but both he and his friend were unhurt.

Police pursued the gangsters' machine without effect.—*Reuter.*

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LAVAL'S VISIT TO MOSCOW

Litvinoff Expresses Pleasure

[Special to the "Hong Kong Daily Press" (Copyright).]

Paris, Mar. 24. Litvinoff, the Soviet Peoples Commissary for Foreign Affairs, telegraphed to M. Laval expressing his satisfaction, at the decision of the French Government respecting the French Foreign Minister's visit with great personal pleasure and keenest interest. Litvinoff remarks significantly that he was convinced that this exchange of views with Laval will be as productive of quite as favourable results as the last meeting between them and that a new epoch of co-operation between two peoples in their search for peace guarantees will be inaugurated.

The exact date of Laval's visit to Moscow is expected to be fixed at a French cabinet meeting on Tuesday.—*Transocean Kuo Min.*

GLIDER TAKES OFF AND LANDS AT NIGHT

Forty-Minute Flight

London, March 25.

A member of the London Gliding Club made a flight of 40 minutes last night. It is believed to be the first time that a glider has taken off and landed at night. The machine rose to a considerable height, maintaining communication with the ground by flashlight signals and landing with the aid of motor car headlights.—*British Wireless.*

BELGIAN CABINET

London, March 25.

A National Government for Belgium, under van Zeeland, Vice-Governor of the Bank of Belgium, is definitely in sight. An agreement in principle has been reached between van Zeeland and representatives of the Catholic, Liberal, and Socialist parties, but the personnel of the Cabinet has not yet been discussed.—*Reuter.*

AVIATION MONOPOLY IN ALBANIA

[Special to the "Hong Kong Daily Press" (Copyright).]

Rome, Mar. 24.

The agreement just signed at Tirana between the Albanian Government on the one side and the Italian Airway company "Ala Littoria" on the other, grants the company a monopoly of all civil aviation service in Albania for a period of ten years.—*Transocean Kuo Min.*

THE CHAMBER OF COMMERCE ANNUAL MEETING

COMPANY MEETING

(Continued from Page 6)

(Continued from Page 7)

of widely varying natures, under different conditions. These proposed regulations were considered by the special sub-committees of the Chamber already referred to and amendments were made as the result of discussions with Government officials. It is understood that the regulations, as amended, will form the subject of consideration by the Secretary of State for the Colonies and the Board of Trade, London, before they are introduced here.

SUNDAY PERMITS

As the result of representations by the Chamber, a scale of part-day fees for Sunday Cargo Working Permits was instituted as from 1st January of this year. Under the old system the cost of a permit was often out of all proportion to the amount of Sunday labour involved. Shipping Companies are grateful for this relief, but they are still of the opinion that it is unfair that shipping should be the one industry differentiated against in regard to Sunday Working and that there is much to be said for the abolition of the Ordinance. The Chamber has indicated to Government that it concurs in the views of shipping companies.

Another matter affecting shipping which has formed the subject of correspondence between the Chamber and Government relates to the qualifications of Chinese wireless operators who obtain certificates in Hong Kong, authorising them to operate in certain Far Eastern waters. Until Chinese operators attain the standard of proficiency laid down by either the Washington or Madrid Radio Telegraph Conventions, Hong Kong cannot ratify the Radio Telegraph provisions of the International Convention for the Safety of Life at Sea. It is satisfactory to note that, following a recommendation by the Chamber of Commerce, the Hong Kong Government has started a school of the instruction of wireless operators in order to qualify them for the necessary certificates.

Hong Kong will also shortly be in a position to issue fumigation certificates to ships which will correspond to the International model and will be acceptable to other administrations. Hitherto fumigation has been done here by a private company whose certificates can be disregarded at other ports. The Government's proposals have been outlined to the Shipping Committee of the Chamber which have expressed the opinion that it is desirable that Hong Kong should be in a position to issue certificates, in accordance with the terms of the International Sanitary Convention of 1926. The Chamber is making representations regarding the scale of fees proposed by Government.

PIRACY MENACE

Addressing you last year I commented on the regrettable recrudescence of piracy in neighbouring waters. We note and appreciate the very prompt and active measures taken by the Chinese authorities with a view to bringing a book to the participants in the piracy of the s.s. "Tung Chow" in January last. It is difficult, however, to avoid the conclusion that more could and should be done in the matter of the surveillance of well-known pirate lairs, particularly as the piracy under reference was yet another which—in its concluding phases at any rate—depended on the existence of the lair at Bias Bay. The question has been raised as to whether more could be done in regard to the control and identification of passengers embarking in Hong Kong and other coastal ports. It will be within the recollection of some members that the Chamber of Commerce, as far back as 1923, approved in principle a suggested scheme for a central embarking station as a means of facilitating the work of the police in searching and intercepting opium and arms smugglers and other undesirable. As was pointed out at the time, however, the proposal is one which cannot be adopted without due consideration of shipping conditions as a whole or without due regard to the practical and economical working of the steamers concerned. These are factors which would need to be provided for in developing such a scheme. It could be made to dovetail into existing shipping organisations without incurring economic working such a proposal would have much to commend it. Precautions taken in Hong Kong will be ineffectual unless control is also exercised at ports of call in China.

POSTAL CHARGES

Following representations by the Chamber of Commerce, the Government on 1st July last reduced

postal charges for correspondence despatched via Suez and Pacific routes. On present exchange values, however, postal charges are still substantially higher from here to the United Kingdom than in the reverse direction. The difference is more marked in the case of correspondence despatched via Siberia. The Chamber is making further representations in this matter. The Government has since reduced the charges for airmail correspondence. We are grateful for this assistance more particularly as all revenues (including receipts on account of airmail and ordinary correspondence) is subject to a levy for the purposes of the contribution made by this Colony for Military defence. The latest reductions in airmail charges involve the Government in a considerable loss on this service.

TRADE STATISTICS

As in previous years I take this opportunity of reminding merchants of their obligations under the Registration of Imports and Exports Ordinance whereby they are required to furnish declarations of trade within seven days to the Superintendent of Imports and Exports. Many merchants were prosecuted last year for failure to do this and the Chamber of Commerce had occasion to make representations to the Government in this matter. Although it was felt that there were specially extenuating circumstances connected with certain of the prosecutions it was rather embarrassing for the Chamber to make representations on behalf of merchants who had failed to make the required declarations. The suggestion that statistics of trade be kept in Hong Kong originated with this Chamber and received the support of the majority of merchants. To be of value for comparative purposes the returns must be reasonably accurate and up-to-date. Members will appreciate that, if the necessary support is not received from merchants, prosecutions may be unavoidable.

CHINESE LANGUAGE

In conclusion, I would call the attention of all local firms to the paragraph in the Annual Report under the heading of the "Chinese Language School." You will note the consensus of opinion amongst leading firms in the North that experience has fully justified their belief in the desirability of young men in business acquiring a working knowledge of the language. The principal point on which they lay stress is that the average man can, after a few years, by studying out of office hours, learn enough to get the gist of conversations and so check the accuracy of the interpreter even if they are not enabled to dispense with a Chinese intermediary. Under the direction of the Rev. H. R. Wells, O.B.E. classes in Cantonese, Mandarin and elementary reading in Chinese are held daily at the offices of the Chamber. For two or three years we have lost money on these classes but I think it has been money well spent. The Secretary of the Chamber will be glad to give full particulars to any intending students.

TRIBUTE TO STAFF

I wish to express my personal thanks and the thanks of the Committee to our hard working Secretary, Mr. Key, for the very excellent service he has rendered to the Chamber. He has been of great assistance to me during my term as Chairman. I must also refer to the good work done by our Assistant Secretary, Mr. Price, who carried out the duties of Secretary during Mr. Key's absence to the entire satisfaction of the Committee.

With these remarks, gentlemen, I beg to move the adoption of the Report and Accounts, and when the motion has been seconded I shall be glad to answer to the best of my ability, any questions which any member may desire to ask.

SECONDER'S SPEECH

In rising to second the motion, Mr. P. S. Cassidy said:— I have been asked to second the adoption of the report and accounts and I do so with much pleasure. The accounts call for no comment but the report is, as usual, a document which few of us can read without being impressed with the wide range of problems which come before the Committee. That these problems demand much thought and consideration goes without saying, and it is perhaps a silent tribute to the efficiency of our Committee and a mark of our confidence in them that one rarely, if ever, hears from members any dissen-

sion or dissatisfaction in regard to the conclusions arrived at. You have listened to an able review of the trade of Hong Kong during a year which has been for most of us a period of declining turnover and diminished working profit with in many cases, the addition of losses derived from past years' trading. I do not propose to go over the ground so well covered by our Chairman. I should like, however, to draw your attention to the way in which Hong Kong is becoming entangled in the network of government regulations, tariffs, quotas and what not. No sooner have we allowed ourselves to become a party to the Ottawa Regulations than we find our entry into the charmed circle of partners in the trade of the British Empire almost resented.

FAITH SHAKEN

It is true that our price of admission was a mere trifle in the shape of a preference on Empire brandy and a new police regulation encouraging us to buy Ford cars from Dagenham and Buicks from Canada. All the same, one would have thought that our rubber shoes, made as they are almost entirely of Empire products, would have been welcomed in England, where they would replace shoes of non-British origin without necessarily disturbing the domestic trade in high grade rubber footwear. From the difficulties already experienced by some of our shippers and from the suggested quota one gathers that the big rubber interests are determined to obstruct our entry into the British market. Like the Lancashire and Yorkshire manufacturers who have been pained to discover so much opposition in Australia and Canada from local textile manufacturers, some of us may feel that our faith in Imperial Preference is somewhat shaken. On the other hand, we revert to our true role of sturdy free-traders when the question of a quota on Japanese imports into Hong Kong is brought up, and I am very glad that the Government has so far managed to satisfy the Home Authorities that the application of the quota system in this Colony would be futile. In passing I might mention that if a quota had been instituted last year on the lines laid down in other British Colonies, I have reason to believe that Japanese textiles would scarcely have been affected, as since 1931 the increase in imports of textiles has been proportionally greater in the case of North China than of Japan.

SUNDAY WORKING

The Chairman has referred to two or three questions affecting shipping members and I am glad to find that the local Government have been able to accept the Chamber's recommendations to a large extent. I think that it cannot be over-emphasised that the shipping of this Colony should be given every consideration and relieved of all burdensome regulations. It does indeed seem inconsistent that penalties should be imposed for Sunday working in the harbour while any Sunday one can see work being carried out on the roads of the Colony and other Government jobs despite the prohibition clause in the tender's contract.

The piracy problem will never be solved so long as there is an absence of effective co-operation on the part of the Chinese Authorities. Undoubtedly a convenient base is essential for the fulfilment of the pirates' plans and it is regrettable that the occasional action of the neighbouring Government takes place after a piracy, when the booty has been dispersed. Regular and persistent patrolling of the Bias Bay district should not entail undue expense to the Kwangtung Government and surely one can expect that Government to have some regard for its prestige by making every effort to clean up the district. It is a matter of some gratification that police examination in this Colony has been sufficiently effective to make it a very rare event for a piracy to occur on a ship sailing from Hong Kong.

AN UNFORTUNATE VICTIM

I think we can all echo the Chairman's comment on the disastrous effect on China's export trade brought about by the Silver policy of the American Government. Self-interest and the mud-headed theories of amateur economists seem to be playing havoc with the welfare of the world generally, but China appears to be a particularly unfortunate victim.

THE SHARE MARKET

I notice that the Chairman has omitted any reference to the deplorable state of the share mar-

ket. He probably felt that words would be wasted. All the same it seems to me that the time has come when some notice should be taken by the Authorities of the losses being sustained by genuine investors. The serious depreciation in share values has not only been brought about by professional speculators, but has been intensified by the forced sales of margins by outside organizations which profit through gambles in commodities. The Pepper gamble in London raised a storm of protest which is receiving the attention of the Imperial Government. A wider and more insidious gamble in this Colony appears to leave both the community and the Government unmoved.

"IN APPRECIATION"

And now a word of appreciation of Mr. Mackie's services on the Committee of the Chamber, as Chairman for the past two years and as the Chamber's representative on the Legislative Council for the past four years. It is no exaggeration to say that he has been indefatigable in looking after our interests, and I am sure we are very grateful for the efficient and cheerful manner in which he has helped us in our troubles. We all regret his departure and wish him many years of happiness. In his retirement, if it so happens that he does not cut himself off from business ties, I have no doubt that the Committee of the China Association in London will very soon want him to join them.

Finally I should like to endorse, on your behalf, the Chairman's acknowledgment of the good work done by Mr. Key and his assistant, Mr. Price. They are always ready to help us and those of us who have served on the Chamber's sub-committees appreciate the keen and efficient way in which assistance is given. Perhaps I might add a word of thanks to the lady stenographers who prepare for our consumption the rather stodgy looking matter that has, from time to time, to be put into circulation.

"I now formally second the adoption of the report and accounts." (Applause.)

OFFICERS ELECTED

The following were elected members of the New Committee, on the proposal of Mr. L. C. F. Bellamy, seconded by Mr. M. P. Talati. The Hon. Mr. C. Gordon Mackie, The Hon. Mr. J. J. Paterson, Mr. W. H. Bell, Mr. Stanley H. Dodwell, Mr. V. M. Grayburn, Mr. A. W. Hughes, Mr. C. C. Knight, Mr. G. Miskin, Mr. K. S. Morrison, Mr. T. E. Pearce, Mr. A. L. Shields. On the proposal of the Chairman, seconded by Mr. T. A. Mitchell, Messrs. Percy Smith, Seth Fleming were elected auditors for the ensuing year.

The election of Mr. D. G. Glenn Allen and Messrs. Petersen & Co. as new members of the Chamber was confirmed on the proposal of the Chairman, seconded by Mr. J. Owen-Hughes.

TRIBUTE TO MR. MACKIE

Mr. W. H. Bell then paid a glowing tribute to the Hon. Mr. Mackie, he said:

Before this meeting concludes I feel that I must express to Mr. Mackie, our Chairman, our deep regret that he is retiring and leaving the Colony very shortly. I am sure you will all join me in wishing him all of the very best in the future. (Applause.)

Mr. Mackie has had a long and honourable career in the Far East. He came out to Messrs. Gibb, Livingston's in Hong Kong at the beginning of the century, at the age of twenty-one. His promotion was rapid and in 1912 he was made Manager of the Shanghai Branch. He has been in charge of the firm's interests both here and in Shanghai and when those interests became associated with Messrs. Mackinnon Mackenzie & Company he became a partner in the latter firm whilst still continuing as Senior of Messrs. Gibb, Livingston & Co.

"PRETTY GOOD EFFORT"

His business career was interrupted by the war when he had command of a Chinese Labour Battalion. That included among other things the transport of 4,000 Chinese across Canada. I think that was a pretty good effort. For his war service Mr. Mackie was mentioned in despatches.

In both Hong Kong and Shanghai, apart from his activities as a Director of many large companies,

he has found time to perform an amazing amount of public service. Amongst other positions he served for three years on the Shanghai Municipal Council, was Chairman of the Shanghai General Chamber of Commerce and a member of the Committee of the British Chamber there. In Hong Kong he has frequently served on the Committee and as Chairman of this Chamber and all his colleagues on the Committee appreciate his sound judgment and skilled guidance in the many difficult questions which come up for decision.

As you know, Mr. Mackie has served for some years on the Executive and Legislative Councils in Hong Kong, and is at present the Chamber of Commerce representative on the Legislative Council. I feel sure you will all join me in thanking Mr. Mackie and in assuring him that we, the members of the Hong Kong General Chamber of Commerce, appreciate fully his great services to this Colony. (Loud Applause.)

THOSE PRESENT

The Chairman of the Chamber (the Hon. Mr. C. Gordon Mackie) was supported by the Vice-Chairman (Mr. W. H. Bell) and the following members of the General Committee:—The Hon. Mr. J. J. Paterson, Mr. Stanley H. Dodwell, Mr. V. M. Grayburn, Mr. A. W. Hughes, Mr. C. C. Knight, Mr. G. Miskin, Mr. K. S. Morrison, Mr. T. E. Pearce, and Mr. G. C. Pelham (co-opted member). The following individual members and firms were represented:—Mr. M. P. Talati; The Advertising & Publicity Bureau, Ltd. (Mrs. B. Thompson); Messrs. J. M. Alves & Co., Ltd. (Mr. A. Alves); The Asiatic Petroleum Co. (South China), Ltd. (Mr. W. H. Bell); J. H. Backhouse, Ltd. (Mr. J. Harrop); Bradley & Co., Ltd. (Mr. K. S. Morrison); The British-American Tobacco Co. (China), Ltd. (Mr. F. Stafford Smith); Butterfield & Swire (Mr. C. C. Knight); Caldwell, Macgregor & Co., Ltd. (Mr. J. F. Macgregor); The Canadian Pacific Steamships, Ltd. (Mr. L. E. N. Ryan); The Central Agency, Ltd. (Mr. C. W. Langley); The Chartered Bank of India, Australia & China (Mr. A. Beasley); Davis Boag & Co., Ltd. (Mr. W. A. Stewart and Mr. A. R. Brown); Dodwell & Co., Ltd. (Mr. Stanley H. Dodwell); The Douglas Steamship Co., Ltd. (Mr. S. T. Williamson); F. Feld & Co., Ltd. (Mr. O. Hechtel); Fung Tang (Mr. Wong Tak Kwong); Gibb, Livingston & Co., Ltd. (Mr. M. Currie); Gilman & Co., Ltd. (Mr. G. Miskin); The Green Island Cement Co., Ltd. (Mr. T. C. T. Beck); T. M. Gregory & Co. (Mr. T. M. Gregory); The Hong Kong Electric Co., Ltd. (Mr. V. Sorby); The Hong Kong Land Investment & Agency Co., Ltd. (Mr. O. Eager); The Hong Kong and Shanghai Banking Corporation (Mr. V. M. Grayburn); The Hong Kong Tramway, Ltd. (Mr. L. C. F. Bellamy and Mr. W. F. Simmonds); J. D. Hutchison & Co. (Mr. T. E. Pearce and Mr. P. S. Cassidy); G. E. Hughes (Mr. O. Hechtel); The Imperial Chemical Industries (China), Ltd. (Mr. J. S. S. Cooper); Jardine, Matheson & Co., Ltd. (the Hon. Mr. J. J. Paterson); Jensen & Co. (Mr. J. H. Jensen); Kahan Mining Administration (Mr. A. C. I. Bowker); W. R. Loxley & Co. (China), Ltd. (Mr. T. A. Mitchell); Mackinnon Mackenzie & Co. (the Hon. Mr. C. Gordon Mackie and Mr. M. T. Johnson); Messageries Maritimes (Mr. R. Ohl); Mitsui Bussan Kaisha, Ltd. (Mr. T. Kimura); A. B. Moulder & Co., Ltd. (Mr. Wong Oi Kut); The Peninsula and Oriental Banking Corporation (Mr. W. J. Waddington); Petersen & Co. (Mr. E. Arfas); J. M. da Rocha & Co. (Mr. J. M. da Rocha); The Royal Insurance Co., Ltd. (Mr. T. A. Mitchell); David Sassoon & Co., Ltd. (Mr. H. Stock); Samsen & Co. (Mr. H. Stehr and Mr. L. E. Liedtke); The Union Insurance Society of Canton, Ltd. (Mr. A. W. Hughes); The Union Trading Co., Ltd. (Mr. R. L. Dixon); The Union Waterboas Co., Ltd. (Mr. Stanley H. Dodwell); Harry Wicking & Co., Ltd. (Mr. J. Owen-Hughes); Wilkinson & Grist (Mr. J. T. Fridt); and S. T. Williamson & Co. (Mr. S. T. Williamson).

SECOND RESOLUTION

Referring to the second Resolution for the increase of Capital you are no doubt aware that in the past when fresh Capital was necessary the Company did not

The Chairman said: Gentlemen, The Notice which has been sent to each shareholder calling this Extraordinary Meeting contained not only the Resolutions to be brought forward, but also an explanatory note which I trust has been clear to you all.

The main Resolutions are two in number; the first dealing with the writing down of the Capital and the second with the issue of fresh Capital, the sub-division of the unissued shares, the proposed new issue, increase of Capital and new Articles of Association.

Your Directors have given the question of writing down the Capital their most serious consideration and having regard to the reduced demand for our products, the conviction is forced upon us that some of our assets—notwithstanding the fact that generally they have steadily been depreciated year by year have not the value at which they stand in the books and, therefore, must be written down to the extent recommended in the Resolution. This will necessitate the writing off of the whole of our Reserves and also writing down our Capital.

LESS VALUE IN ASSETS

Various factors have contributed to this state of affairs. It is hardly necessary for me to remind you that during the past few years many Companies similar to our own have had to close up altogether; others—I need not particularise—have had to write down their Capital. Some of our assets which were at one time of considerable value have, for various reasons, become of so little value to the business that it is useless to continue writing so much off them each year. It is surely preferable to write them off altogether so that in future a large proportion of our earnings may be available for dividends instead of being required each year for the writing down of worthless assets.

I do not intend to deal with these items separately but I feel that I must mention one very large item, namely, the initial expenditure incurred in connection with the proposed large new dry dock, which scheme, owing to the trend of events, was arrested in 1928. This scheme involved the cutting down of a hill mainly composed of rock and the rearrangement of buildings and workshops. There appears no likelihood of prospects justifying a revival of the scheme and there remains, therefore, a considerable area of land in the centre of our main establishment, which, owing to its position, cannot easily be made available for other purposes.

The Reductions have been recommended by the Company's Auditors jointly. They have received the most careful consideration of your Chief Manager, and are considered by your Board to be both necessary to meet the present position and in the best interests of the Company.

If you pass the first of these Resolutions we will have the advantage of knowing exactly where we stand, and further as I have already pointed out, it will not be necessary to provide out of future earnings so much for depreciation.

SECOND RESOLUTION

Referring to the second Resolution for the increase of Capital you are no doubt aware that in the past when fresh Capital was necessary the Company did not

increase its Capital but borrowed the money from the Bank. The Company at that time was paying very large dividends to the shareholders and it was considered better to borrow the money from the Bank than call on the shareholders. Capital and Overdraft must be considered together, the increase in the former reducing the latter, and while lately we have earned sufficient to pay the Bank interest and write off large depreciation, nothing remained for the shareholders. Whatever the future may hold, your prospects of dividends are greatly increased by the proposals you are being asked to pass as resolutions and if you take up the new shares—as I hope you will—it will give us about \$1,350,000.00 in cash with a corresponding reduction in the overdraft.

REDUCTION OF INTEREST

With the new capital there will be a reduction of interest payable to our Bankers of over \$60,000.00 a year which sum would be available for purposes your Board may consider best in the interests of shareholders.

If therefore you pass the two Resolutions before you, we will make an annual saving of about \$100,000.00 on account of depreciation and over \$60,000.00 on account of interest on overdraft, and under present conditions with a continuance of patronage such as we have enjoyed during the past two years these savings would put us on a dividend basis. It must be understood, however, that the benefits to be derived by the reduction of Capital and the new issue will not be fully felt until 1936 as the proposed new issue cannot be made effective until about the end of this year as there are legal formalities to comply with and many shareholders are resident outside the Colony.

The last of the resolutions proposed deals with the question of new Articles of Association and I have nothing to add to the explanatory note which has been given.

I now am glad to say that your Board have been able to make arrangements to underwrite, without any commission whatsoever, any shares not taken up by the shareholders. You will see, therefore, that we are certain if we pass these Resolutions to get the full amount of this issue subscribed.

I personally therefore strongly recommend the shareholders to take up this new capital, as it will enable them to participate more largely in any benefits we can make to shareholders in the future.

MOTION CARRIED

The Chairman then proposed the adoption of the resolutions separately. Both these were seconded by Mr. P. H. Potts, and carried unanimously.

Those present at the meeting were:—

Mr. W. H. Bell (Chairman), Sir Robert Ho Tung, Mr. S. H. Dodwell, Mr. Felix A. Joseph, Hon. Mr. J. J. Paterson, Mr. J. H. Jensen, Mr. Lawrence Kadoorie, Mr. S. T. Williamson and Mr. D. Drummond (directors), Mr. E. Cock, M.B.E., M.I.N.A. (Chief Manager), Mr. E. L. Hosie, C.A. (Secretary), Messrs. Lo Koon Kan, Lo Koon Hang, R. Ohl (representing Messageries Maritimes), Shum Hip Tong, P. C. Potts, T. Ramsay and A. H. Potts (shareholders).



SPALDING
"KRO-
FLITE"
GOLF BALL

Lasts
till it's
lost!

BRITISH OPEN CHAMPIONSHIP
AMERICAN OPEN CHAMPIONSHIP
CANADIAN OPEN CHAMPIONSHIP
AUSTRALIAN OPEN CHAMPIONSHIP
are included among the many other occasions achieved with Spalding Balls during 1934

KWANTI RACES

Entries for Spring Meeting

The entries for the meeting to be held on Sunday, March 31 at Kwanti are:

1—The Hunters' Hurdle Race	
Jan Stewer, Mortmain, Mouchie, Movanagher, Tummell.	
2—The Ladies' Race	
Ebony Idol	135
Glenshee	135
Happy Hit	125
King Willow	120
Marina	137
The Bogle (late Wordenful Chivalry)	135
The Shippe	120
Tim	120
Wemby Stag	140
3—The Shatin Handicap	
Banjoona	160
Canary	155
Chivalrous	155
Darlen	180
Elvira	155
Jack O'Lantern	155
Josephine	155
Lemberg	155
Man of War	155
Racing Strain	155
Soldier of Italy	155
Tillcum	160
Widnes	155
4—The Ambulance Cup	
Burgomaster	160
Festival Eve	162
Heather Leaf	150
Movanagher	145
No Fear	158
Pride of Tsingtao	170
Spinalway	155
The Loafer	145
Tillcum	155
Wakefield	153
Wisdom Stag	152
Zero	158
5—The Randwick Cup	
Beauty (late Cigarette)	
Belinda	
Black Magic	
Cyrano	
Fummery	
Lucy Glitters	

FISH CARRYING TRADE

The Chief Source Of Revenue

At the sixth annual general meeting of shareholders of the Hong Kong & New Territories Ferry Co., Ltd., the Chairman (Mr. Li Yau-tsun) in his speech, said that the result of the year's workings, whilst representing a decrease in profits of \$8,000 compared with the previous year, could be regarded as satisfactory in view of prevailing conditions. He referred to the fish-carrying business as having been one of the chief factors for stability, and said that granted a continuance of the satisfactory position which had been the Company's from its inception, they could look forward to the future with every hope and confidence.

A dividend of \$1 per share, representing a return of 10 per cent. on the capital, was declared on profits amounting to \$14,237.

OXFORD WIN

Mid-Surrey Beaten At Home

(Special Air Mail Service)

London, March 6.

Oxford University, who have lost only one match this term, were again in splendid form when they visited Richmond for their match against the Royal Mid-Surrey Club yesterday. They won the four-somes by five games to one, and thus repeated a performance which they achieved in the corresponding match last year.

Winning the singles in the afternoon by six games to five, with one halved, Oxford University were successful on the day's play by 114 to 64.

With the return of J. G. Hanson-Lawson, the undergraduates were at full strength, and including all the nine men who have been invited to play against Cambridge later this month.

J. F. Pennink, captain, and A. A. Duncan gave Oxford a good start with a 3 and 1 triumph over the club's leading pair, J. S. Rowell and R. S. Mays-Smith. In the top foursome twelve of the first four holes were halved including a division in 2, at the short fifth, where Pennink holed out from

AROUND THE COURTS

Another Knife Incident

Three months' hard labour was meted out to Yam Choi Fuk a 19 year old stall foki of Central Market by Mr. MacFadyen at the Central Magistracy yesterday when he was charged with assaulting Ko Hong Feng a shop foki with a knife.

Inspector Ellis told the Court that the complainant went to the defendant's stall to purchase vegetables and there was a dispute over the weight. Defendant abused complainant and the latter returned the compliment. It was alleged that defendant picked up a knife and cut the complainant's left hand, necessitating hospital treatment. Another foki, alleged to have pushed the complainant from the back, absconded and the police were unable to trace him.

CANVASSER IN TROUBLE

Admitting a charge of having fraudulently converted to his own use \$4.40, being part of a sum of \$5 entrusted to him by Mrs. J. C. Couter, of No. 23 Gap Road, first floor, Chau Chi Chiu a canvasser who appeared before Mr. W. S. Shofield at the Central Magistracy was remanded for 48 hours in Police custody to enable him to raise the money for refund.

Acting Inspector Fender said the complainant owed the defendant 60 cents for having had some photo frames enlarged. She gave the defendant \$5 and asked him to get the change, but he never came back with the money. He told the police the money was stolen, and he was frightened to return and face the complainant.

SNATCHER CAUGHT

Mrs. Ana Fajardo of No. 3 King's Terrace was the complainant before Mr. Wynne Jones at the Kowloon Magistracy yesterday when Chan Sai Sang was sentenced to four months' hard labour with twelve strokes of the birch when convicted of having snatched a hand bag near King's Terrace at about 5 p.m. on Sunday. If defendant was found unfit for the birching he was to undergo an extra two months' hard labour.

After stealing a leather suitcase from a resident at the Nam King Boarding House, a Chinese took it to the Ming Li Chan Boarding House. On information, he was arrested and the bag, which had not been unlocked, was found. Brought before Mr. MacFadyen in the Central Police Court yesterday, the culprit, Yip Kai, 23, was sent to prison for one month. Det. Sergt. Fowle stated that defendant occupied a room next door to the complainant at the Nam King Boarding house. The total value of the bag and its contents was \$40.

Pang Ming, aged 31, unemployed, appeared before Mr. Wynne Jones at the Kowloon Magistracy yesterday on a charge of stealing a saw from cargo boat No. 3581 at the Yau-mat Typhoon Shelter yesterday. Defendant pleaded guilty and was sentenced to six weeks' hard labour. Detective Franklin stated that defendant stopped on the boat for a night, and the next morning he left with the saw.

For stealing a fountain pen from Chan Ming, aged 24, a shop cooie, last night, Cheung Yam, aged 22, unemployed, was sentenced to four months' hard labour by Mr. Wynne Jones at the Kowloon Magistracy yesterday. Detective Sergeant Franklin stated that defendant was seen peering into people's pockets at Battery Street near Jordan Road. When searched, the fountain pen was found in his possession. The complainant did not know that his pocket had been picked. The pen was valued at \$6.

seven yards, after Mays-Smith had put the ball into the tin from the side of a bank. Mid-Surrey repeatedly saved themselves by their deft touch on and near the greens, and Oxford did not take the lead until the fifteenth.

In the singles Duncan, Oxford's Welsh International, was again in his best form. He accomplished the first nine holes in thirty-four strokes and turned 7 up on C. Woodbridge, who managed to win only one hole during the match.

N. S. Mitchell-Innes won a remarkable match from R. S. Mays-Smith. The undergraduate was three down with four to play, but Mays-Smith lost the last four holes, getting into a position at the eighteenth in which he had a tree in his line of play.

OBITUARY

Sub-Inspector Carson

The funeral of the late Acting Sub-Inspector Thomas Carson, who died under tragic circumstances on Sunday night, took place at the Colonial Cemetery yesterday afternoon, when the large number of friends present testified to the high esteem in which the deceased was held.

The Rev. J. R. Higgs, Vicar of St. Andrew's Church, Kowloon, officiated at the grave-side, while the pall-bearers were Sergeants Johnson, Hudsons, Barrows, Grove Alexander and Brooks.

Fine Record

A native of London, the deceased was only 37 years of age and was unmarried. He came out from England after the disbanding of the famous "Black and Tans" with whom he served during the Great War, and for conspicuous bravery, he was awarded the Military Medal. The deceased had been in the Hong Kong Police Force for over thirteen years.

Among those present at the funeral were Inspectors Shaftain, Murphy, Brennan, Stimson, Andrew, Logan, Wright, Sub-Inspector, Hunt, Sergeants Skyes, Naughton, Hutchison, Bone, Greig, Salter, Wall, Appleton, Mann, Hudson, Pilkinton, Slater, Delahunty, May, Wilcox, Billingham, Whant Cochran, Reddish, Galvin, Pearson, Traffic Sergeant Blackburn and many others.

Floral Tributes

Wreaths were sent from the following—

Joe and Sandy, Dave and Kathleen, Joe and Busty; Mr. D. Burlingham, Mr. and Mrs. A. F. Estall, Mr. and Mrs. L. H. V. Booth, Mrs. F. S. Elliott and family, Mr. and Mrs. E. G. Post, Mr. and Mrs. Discey, Mr. and Mrs. P. Grant, Mr. Kenneth W. Forrow, Mr. and Mrs. H. C. Pratt, Mr. and Mrs. C. S. Madgwick, Mr. and Mrs. Tuckett, Mr. and Mrs. D. Carson, Mr. and Mrs. D. D. Carson, Mr. and Mrs. Y. Abbas and family, Mr. and Mrs. W. R. Chester Woods, Mr. and Mrs. H. McKay, Mr. M. A. Cairn, Mr. T. Nolan, Mr. L. R. Whant, Mr. A. E. Ainsworth, Mr. Tai Mun, Mr. Heung Wai Chan, Mr. Man Cheng, Mr. Lee Fung King, Mr. and Mrs. A. Wright, Mr. Chi Kwan Kit, Mr. J. P. Pang, Mr. M. Murphy, Sergt. Bowler, Inspector and Mrs. Logan, Divisional Insp. Stimson and family, D. Brown and B. Flaherty, B. and N. Simpson, Mr. T. H. Daly, Inspector J. Bunnap, C. Poyntz, Sergts. Harris and McLeod, Sergts. George and Stevens.

Messrs. Dowell & Co., Ltd., Inspectors Mess, Yaumati Police Station, Europeans Sergts., R. C.Y., Sergeant Mess, Yaumati Police Station, Members of the Royal Naval Yard Police, Single Sergeant's Mess, No. 2, Police Station, President, Committee and Members of the Police Recreation Club, Members of the Water Police Mess, Staff of Police Training School, All Detectives, Kowloon City Station, Sergeants Mess, Sham Shui Po Police Station, "The Members" Central Mess, and many others.

UP IN THE AIR

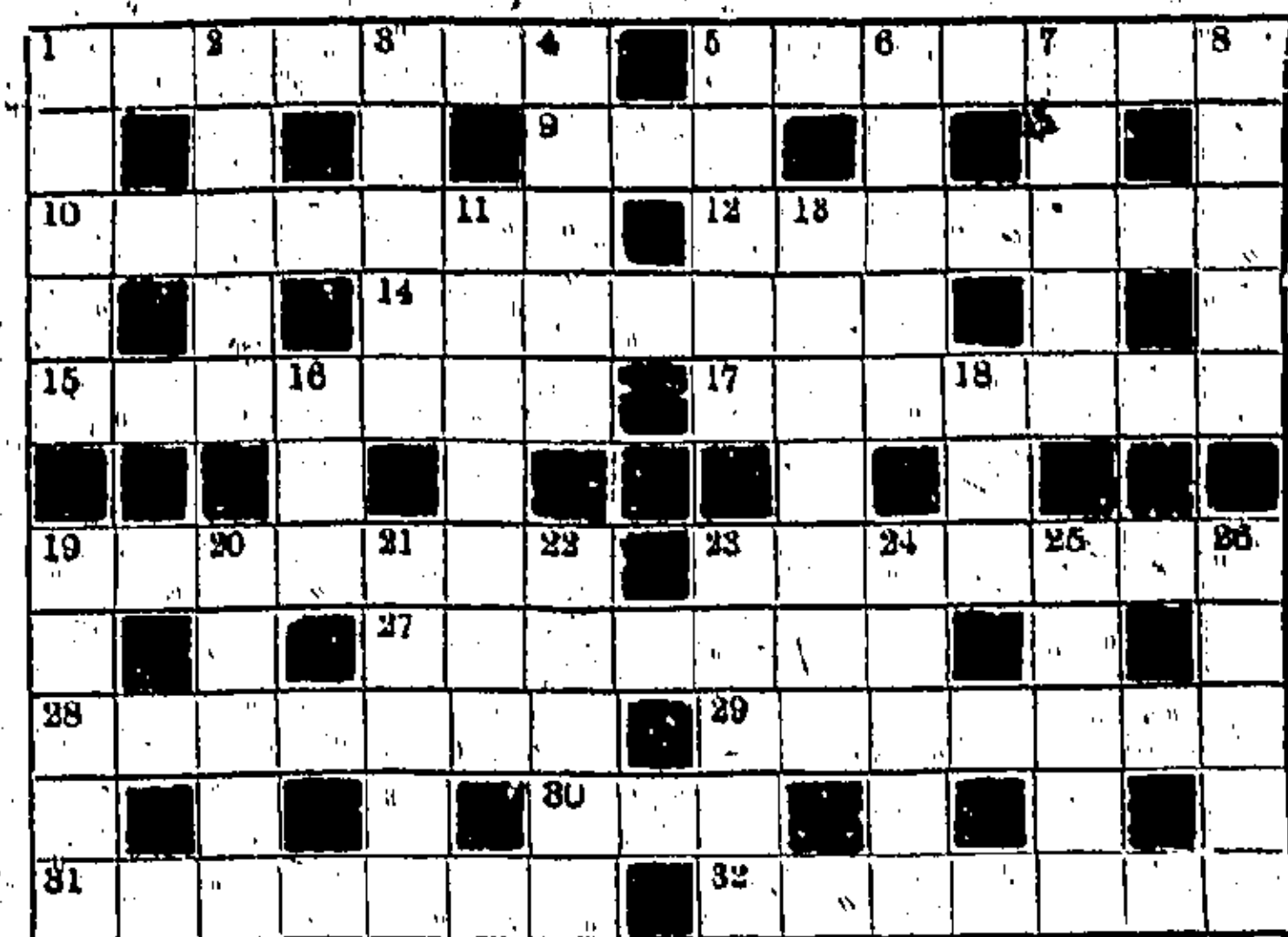
Going 200 Miles High

(Special Air Mail Service)

London, March 6.

Those German experimenters of whom the world has heard rather less just recently were said to be trying to reach the moon with a rocket. The more modest conference of "200 scientists, engineers, and experts" which opened this week in Moscow is only attempting to get a rocket 200 miles high into the upper layers of the atmosphere. But 200 miles will serve; it is not much as compared with the 238,000 miles that separate earth and moon, but it would be considerably higher than the most ambitious kite that has yet been flown into such regions. And if the rockets could take up instruments to anything like that height and bring them down again there is no doubt that human knowledge would be notably increased. We might be a little nearer knowing how far "atmosphere" of a sort extends; it has been conjectured from the behaviour of luminous meteors that in an extremely meagre and rarefied form, it may reach as far as five hundred miles from the earth's surface, but if we gained anything approaching exact knowledge at only a hundred miles up we should have made a mighty jump both in space and in information.

CROSSWORD PUZZLE



Note:—Figures in parentheses indicate number of letters in the words required.

Across.

- 1—The amount wanted (7).
- 5—Is lively in music (7).
- 9—Hatched (3).
- 10—Accomplice (7).
- 12—Lockjaw (7).
- 14—Book of the Old Testament (7).
- 15—Disturbing this bird will make it "skelter" (anagram) (7).
- 17—A fire-basket (7).
- 19—Retributive justice (7).
- 23—A little wave (7).
- 27—Receptacles for cinders (7).
- 28—Ill-fated (7).
- 29—Is in opposition to a "pro" (7).
- 30—A waterfall (3).
- 31—Company (7).
- 32—Ammunition-cart (7).

The following is the solution of yesterday's puzzle:—

- Across.—1, Types; 5, Debut; 9, Tripoli; 10, Core; 13, Valve; 16, Tri-oval; 18, Slander; 20, Investing; 21, Dawn; 22, Exam; 23, Costume; 28, Pimento; 30, Addenda; 33, Acids; 34, Ideal; 35, Erratic; 38, Trait; 37, Tapir.

Down.

- 1—Charlatan (5).
- 2—The herb bennet (5).
- 3—College official (5).
- 4—The significance of a story (5).
- 5—Is lofty, and also refined (5).
- 6—Supple (5).
- 7—Kind (5).
- 8—Attack (5).
- 11—Tapering shaft of stone (7).
- 13—An ornament for women (7).
- 16—An even score (3).
- 18—A small drink (3).
- 19—Names of things (5).
- 20—Kind of acid (5).
- 21—To bless, and sanctify (5).
- 22—In a timid manner (5).
- 23—Smiling (5).
- 24—A hyon (5).
- 25—Steamer (5).
- 26—The whole (5).

- Down.—1, Tact; 2, Peri; 3, Stair; 4, Rifle; 5, Boast; 6, Divan; 7, Bald; 8, Tier; 11, Organic; 12, Evined; 14, Angered; 15, Veranda; 17, A-vast; 19, Livid; 24, Onset; 25, Tours; 26, Masts; 27, Edict; 28, Pact; 29, Mica; 31, Neap; 32, Alar.

LAST OF THE SEASON

Attractive Concert Arranged

The final Concert of the season will be held in the Sailors' and Soldiers' Home on Wednesday evening next, 27th March, commencing at 8.30 p.m. Mrs. Snowdon-Jones is kindly arranging this Concert and the following well-known Artists will appear:

- Mrs. Snowdon-Jones—Soprano
Mrs. N. Matheson—Contralto
Miss Ezekiel—Violin
Mr. H. G. Annis—Tenor
Dr. L. T. Ride—Bartitone
At the Piano
Mrs. G.W.R. Griggs and Mr. Frederick Mason A.R.C.O. L.T.C.L.

The admission is only 20 cents and a very hearty invitation is extended to the public.

REV. C.B.R. SARGENT ORDAINED

In the presence of a full congregation of the senior boys of the school, the Rev. Christopher Birdwell Roussel Sargent, M.A. (Cantab) was ordained Priest by the Bishop of Hong Kong (Right Rev. R. Owen Hall) in the School Chapel yesterday morning.

The new priest is Headmaster of the Diocesan Boys' School and has gained much popularity with his radio talks on operatic music. He is also a familiar figure in the local cricket field.

Among those present at the ordination service were the Rev. N. V. Halward, Rev. L. L. Nash, Chaplain of the Diocesan Boys' School, Rev. J. R. Higgs, Rev. A. J. Bennett, Rev. Cyril Brown, Rev. Tsang Kei-ngok, Rev. Lei Kan-yun, Rev. H. A. Wittenbach, Miss H. D. Sawyer, Mrs. D. Luard, Mrs. L. L. Nash, members of the staff, the school prefects and members of the Matriculation Class.

Firework Display

Even if the results of the present conference do not yield much in the way of scientific illumination, as an example of flood-lighting the vault of heaven the experiment may have its spectacular interest when "early in April, the first flight, a salvo of many 'rockets,' will be made." It should offer a good fireworks display if nothing else emerges—and possibly another opportunity for Soviet youth to demonstrate its daring. Much has been heard lately of "parachute-jumping" by Russian youths and maidens from aeroplanes and even from tall towers. Here is a chance for them to hitch their wagon almost to a veritable star and drop from something that might make the highest aeroplane look like a first-floor bedroom window. The possibility of "community jumping" from a salvo of rockets should be borne in mind.

Bodily Power Mental Strength



They are here in SANATOGEN

The nervous system must be vigorous, otherwise not only the body suffers but will-power and mental capacity are seriously affected as well. Invigorate your nervous system by taking Sanatogen. In so doing, you will both strengthen your body and improve the power of your mind.

Sanatogen will increase your vitality and tone up your nerves. It will make you feel brighter, fresher and keener all through the day, because it provides the body with nature's own building materials—organic phosphorus and protein.

Thousands have known the benefits of Sanatogen. Bodily strength and mental alertness are also within your reach. Start taking Sanatogen to-day—then you will soon observe an extraordinary improvement in your health. Once more you will know the thrill that radiant health and youthful vitality can bring.

SANATOGEN

The True Tonic-Food

Obtainable at all Chemists and Stores.

THREE NEW SHIPS

During the course of 1935, three newly built express steamers will be seen under the Norddeutscher Lloyd's flag in the East Asiatic ports. They are the steamers "Scharnhorst," "Potsdam" and "Gneisenau." The first ship to start on her maiden voyage will be the s.s. "Scharnhorst" on May 8th, 1935, to be followed at the beginning of July, 1935 by the s.s. "Potsdam" (which has recently also come under the administration of the Norddeutscher Lloyd, Bremen). The third ship, the s.s. "Gneisenau"—the launching of which will take place shortly at a Bremen shipyard—will start out at the beginning of December, 1935.

The schedule for the new German Far East Service, which has been definitely drawn up in all its details, has been notably augmented by the regular calling at Palma de Majorca and Naples, both on the outward and homeward voyages.

WING ON'S

SPRING SALE

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OUTWARD SAILINGS

† (HAL) m.v. "CORDILLERA" for Shanghai, Kobe, Osaka, Yokohama, Moji, Dairen, Chofu, Tsingtau, 3rd Apr.	3rd Apr.
(HAL) s.s. "OLIVA" for Shanghai, Kobe, Osaka, Yokohama, Moji, Dairen, Chofu, Tsingtau, 8th Apr.	8th Apr.
(NDL) s.s. "TRIER" for Shanghai, Kobe, Osaka, Yokohama, Moji, Dairen, Chofu, Tsingtau, 18th Apr.	18th Apr.
(NDL) m.s. "TRAVE" for Shanghai, Kobe, Osaka, Yokohama, Moji, Dairen, Chofu, Tsingtau, 28th Apr.	28th Apr.

HOMEWARD SAILINGS

(NDL) m.s. "SAALE" for Genoa, M'les, Casablanca, R'dam, Hamburg, Bremen, 30th Mar.	30th Mar.
(HAL) s.s. "PREUSSEN" for Genoa, M'les, Casablanca, R'dam, Hamburg, Bremen, 5th Apr.	5th Apr.
(NDL) s.s. "NECKAR" for Genoa, M'les, Casablanca, R'dam, Hamburg, Bremen, 8th Apr.	8th Apr.
† (HAL) m.v. "DUISBURG" for Genoa, M'les, Casablanca, R'dam, Hamburg, Bremen, 18th Apr.	18th Apr.
(NDL) s.s. "MAIN" for Genoa, M'les, Casablanca, R'dam, Hamburg, Bremen, 16th Apr.	16th Apr.
† (HAL) m.v. "CORDILLERA" for Genoa, M'les, Casablanca, R'dam, Hamburg, Bremen, 18th Apr.	18th Apr.

† Passenger Vessel. * Limited Passenger Accommodation.

N.D.L. HONGKONG/SOUTH SEA ISLANDS SERVICE.
s.s. "FRIDERUN" 3rd April to MADAG, SALAMAU, RABAU, and Ports.

For further particulars and passage fares, etc. apply to—
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S.S. "TJISAROE" ... 26th Mar., 10 a.m.
TO MANILA, MAKASSAR, BALI & SOERABAYA
M.S. "TJISADANE" ... 2nd Apr., 10 a.m.

TO AMOY & SHANGHAI
M.S. "TJINECARA" ... 4th April.

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Holland-China Trading Co., Canton.
JAVA-CHINA-JAPAN LINE N.V.
York Building. Tel. 28018.

JAVA-CHINA-JAPAN LINE

SERVICE TO READERS

THE HONG KONG DAILY PRESS, LTD.

and the HONG KONG WEEKLY PRESS, through their London Office, at 53, FLEET STREET, E.C. 4, Tel. 3137, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP LONDON, AND STRAITS.

The Steamship "BENRINNES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONG KONG AND KOWLOON WHARF & GODOWN COMPANY, Ltd., where and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Mar., 1935, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 15th April, 1935, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Mar., 1935, at 10 a.m., by Messrs. Goddard & Douglas.

H. K. STOCK EXCHANGE

SATURDAY'S OFFICIAL QUOTATIONS

In spite of the fact that this is the eve of the Settlement, very little business has been done in the market. Trams are reported to have been done at \$16.60/16 1/2. Lights at \$9.15/9.20 and Wharves Rights at \$10. On the whole, the tone of the market is quiet.

BUYERS
Union Insurance, \$415.
Wharves (rights), \$10.
China Lights, \$9.10.
Govt. 3 1/2% Loan, 2 per cent. P.
Govt. 4% Loan, 6 1/2 per cent. P.

SELLERS
Canton Insurance, \$260.
Docks, \$9.
New Engineering, Sh. \$5.
Hotels, \$435.
H. K. Lands 4% Debts, \$102.
Humphreys, \$91.
Sandakan Lights, \$8.
Cements, \$7 Converted.
Dairy Farms, \$192.
Construction (new), 45 cts.
Wallage Harpers, \$7.

SALES
Tintamoks, 85 cts.
Hong Kong Trams, \$16.60/16 1/2.
China Lights, \$9.20/9.10.
Telephones (old), \$23.10.
Ropes, \$2.60.

THE EXCHANGE MARKET

MESSRS. ROZA BROS.

The price of Silver in London yesterday was up 3/16 for both deliveries, Ready-Silver to 27 1/2 and Forward to 27 1/2. Small offerings, and buying for account of India and China, were reported as having caused the rise. The American price was 1/8 lower at 59 1/2.

Sterling opened in New York at 4.77 and closed steadier at 4.77 1/2.

Steady but extremely dull. Business was small and the rates did not fluctuate, the only movement was on deliveries.

Sterling
Sterling was available at the opening of the market at 2/0, buyers offering 2/0 1/16. A small speculative demand from Chinese brought enquiries for cover at 2/0, at which rate business was done, as was also 2/0 1/16 for the second half of May and June. At the lunch hour 2/0 appeared like a selling rate for March. For April and May there were sellers definitely at that rate. Buyers at 1/16 higher.

U. S. Dollars
Quiet market. Buyers bidding 47 1/2 with sellers at 47 1/2, leading to business at the middle rate of 47 1/2 for March as well as for April. The market closed with sellers at 47 1/2 and buyers at 47 1/2 for March and April.

Shanghai Dollars
Business was done at 124 1/2 for near. Sellers at 124 1/2 and buyers at 124 1/2.

Shanghai Market.
Quiet conditions were reported from Shanghai. Sterling opened at 1/7 1/2 for near receding subsequently to 1/7 1/4. U. S. Dollars—38 1/2 and later 37 1/16.

IN THE AFTERNOON
Small sales by speculators, a slightly firmer tone in Shanghai and the rise in the price of Silver in Bombay, influenced the local market to a steadier tone during the afternoon, but trading continued to be very small.

Sterling
In Sterling business was done at 2/0 1/16 for April and in U.S. Dollar 47 1/2 for March. Sterling closed with sellers at 2/0 1/16 for March/May with buyers at 1/16 higher, and Dollars at 47 1/2 sellers and 47 13/16 buyers.

Shanghai Market
Sterling opened at 1/7 1/2 improving to 1/7 3/16 but there was no change in the U.S. Dollar rate of 38 1/2.

H. K. SHAREBROKERS' ASSOCIATION

Buyers
Unions, \$410.
Douglases, \$30.
Waterboats, \$12 cts.
Antamoks, 93 cts.
Bagulo Gold, 31 cts.
Big Wedge, 10 1/2 cts.
Salacots, 18 1/2 cts.
United Paragons, 35 cts.
Lands, \$39.
Providents (old), 95 cts.
Peak Trains (old), \$4.
Govt. Loan 3 1/2%, 42 per cent.

Sellers
Antamoks, 95 cts.
Docks, \$8.
Lights, \$9.25.

Sales
Trams, \$16.70.
Lights, \$9.10/9.20.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Mar. 21	Mar. 23
Amsterdam	12.10 Florins	7.04	7.06
Athens	375 Drachmas		
Belgrade	976.316 Dinars	210	
Berlin	20.43 Marks	11.84	11.88
Bombay	1s. 6d. per Rupee		
Brussels	36 Belgas	20.47	21.17 1/2
Bucharest	813.689 Lei	472 1/2	
Buenos Aires	47.582 per Peco		
Copenhagen	18.159 Kroner		
Geneva	93.22 Francs	14.70 1/2	14.73
Helsingfors	183.23 Marks		
Hongkong	110 Escudos	2	
Lisbon	35.224 Pesetas	34 13/16	34 15/16
Madrid	92.46 Lira	57 1/2	57 15/16
Milan	50.882 per Peco	41 1/2 S.O.	40 1/2 S.O.
Montevideo	4.867 Dollars	4.81 1/2	4.80 1/2
Montréal	4.867 Dollars	4.76	4.77 1/2
New York	4.867 Dollars		
Oso	18.159 Kroner		
Paris	194.31 Francs	72 5/32	72 23/32
Prague	164.95 Kronen	113 1/2	114 1/2
Rio de Janeiro	28.932 per Gold Milreis		
Shanghai	18.159 Kroner		
Stockholm	34.56 Schillings		
Vienno	24.562 per Yen	1/2 3/32	25 1/2
Yokohama		27 3/16	27 1/2
Silver (spot)		27 5/16	27 1/2
Silver (forward)		2 1/2	
War Loan		3 1/2 105 1/2	

Closing Quotations

March 25, 1935.

ON LONDON:—	ON NEW YORK:—
Telegraphic Transfer... 11 1/2	Bank Bills, on demand 47 1/2
Bank Bills, on demand 48 1/2	Credit, 60 days sight, 48 1/2
Bank Bills, 4 months' sight 69 1/2	ON BATAVIA:—
Credit, four months' sight 2/	On demand 69 1/2
ON SHANGHAI:—	ON PARIS:—
On Demand 133	Bank Bills, on demand 71 1/2
ON SINGAPORE:—	Credit, 4 months' sight 74 1/2
On Demand 169 1/2	ON SAIGON:—
ON JAPAN:—	On demand 94 1/2
On Demand 169 1/2	ON MANILA:—
ON INDIA:—	On demand 94 1/2
Telegraphic Transfer... 131 1/2	ON BANGKOK:—
Bank, on demand 131 1/2	On demand 94 1/2
	SOVEREIGNS, Bank Buying Rate
	Rate
	BAS SILVER, per oz. 27 1/2

INQUEST ON REAL ESTATE AGENT

Letters Tell Of Financial Troubles

Shanghai, March 20.

The inquest on the late Mr. David Hai Benjamin, Shanghai real estate agent, who was found dead in a wash-room of the International Recreation Club in Bubbling Well Road on March 11, was opened in H.M. Police Court by the Coroner, Mr. C. H. Haines, yesterday afternoon. After several witnesses were called the Coroner adjourned the inquest until tomorrow morning, when Mrs. Benjamin, the wife of the deceased, will be called to give evidence.

No Special Worries

Witness said he was associated with his father's business, the financial position of which so far as he knew was "not very bad." The Coroner then read extracts from various letters written by the deceased relating to financial worries but witness said he knew nothing of them, but thought his father's business was in debt to the sum of about \$10,000.

THE RUBBER MARKET

Messrs. H. B. Joseph and Co., received the following Straits Currency quotations from Singapore for Raw Rubber:

Spot	18 1/2 Unchanged
April/June	18 1/2 Unchanged
July/Sept.	20 Unchanged
Oct./Dec.	21 1/2 Unchanged

Market—Dull.

Selling price 1/4 cent higher on all positions.

BENJAMIN AND POTTS

Messrs. Benjamin and Potts have received the following Straits Currency quotations (buyers) from Singapore to-day for raw rubber:

Spot	18 1/2 ct. up 1 ct.
April/June	18 1/2 ct. up 1 ct.
July/Sept.	20 1/2 ct. up 1 ct.
Oct./Dec.	21 1/2 ct. up 1 ct.

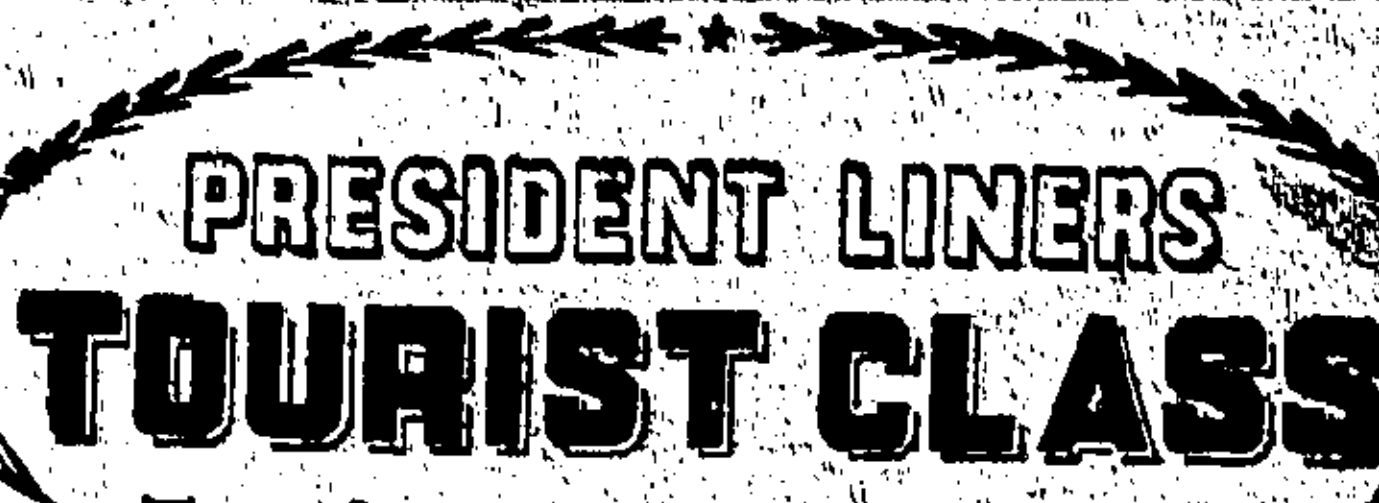
Market, Steady

VESSELS DUE

Achilles, B. & S., March 27.	Agamemnon, B. & S., March 26.
Andros, Lebon, Messageries, April 9.	Antenor, B. & S., April 27.
Aramis, Messageries, March 26.	Bohar, E. & O., April 12.
Bismarck, P. & O., March 29.	Bremerhaven, Melchers, April 21.
Burdwan, P. & O., April 16.	Canton, Gilman's, April 1.
Cathay, P. & O., April 5.	Chichibu Maru, N.Y.K., March 28.
City of Baghdad, H.L., April 6.	City of Birmingham, B.L., April 13.
City of Bristol, Bank Line, March 27.	Cordillera, Lloyd Triestino, April 4.
Cornwall, Jensen's, March 31.	Cornwall, Bank Line, April 1.
Dardanus, B. & S., April 16.	Duisburg, Jensen's, April 13.
Emp. of Asia, C.P.S., March 28.	Emp. of Canada, C.P.S., April 12.
Emp. of Russia, C.P.S., April 24.	Felix Roussel, Messageries, April 5.
Frederick, Melchers, March 28.	Eumaeus, B. & S., April 9.
Forthbank, Bank Line, March 30.	Genoa Maru, N.Y.K., March 30.
Gardiner, Jensen's, March 26.	Gigyo Maru, N.Y.K., March 30.
Haidong, Douglas, March 30.	Hai Hing, Thorsen's, April 13.
Haining, Douglas, April 1.	Hanyang, Douglas, March 28.
Hanus Maru, N.Y.K., March 29.	Laganbank, Bank Line, April 19.
Lysenon, B. & S., March 28.	Main, Melchers, April 16.
Mannab, B. & S., April 12.	Menelaus, B. & S., April 22.
Muroran, Maru, N.Y.K., March 28.	Naldora, P. & O., April 17.
Nanking, Gilman's, April 23.	Nankin, E. & A. S.S. Co., March 31.
Nankin, E. & A. S.S. Co., March 31.	Nesker, Melchers, April 8.
Nellore, E. & A. S.S. Co., April 3.	Nora Maersk, Jensen's, April 2.
Noshiro Maru, N.Y.K., April 6.	Oliva, Jensen's, March 28.
Orion, Jensen's, March 28.	Patroclus B. & S., March 30.
Portbos, Messageries, April 21.	Pres. Jefferson, Dollar's, April 5.
Pres. Lincoln, Dollar's, April 1.	President Polk, Dollar's, March 29.
Preussen, Jensen's, April 5.	Ranah, P. & O., April 3.
Resolute, Jensen's, March 29.	Saale, Melchers, March 30.
Santhia, B.L. (Apar), March 27.	Seifan, Douglas, March 26.
Shantung, Gilman's, March 29.	Sirdhana, B.L. (Apar), April 3.
Tai Ping, Doddwell's, April 17.	Takada, B.L. (Apar), April 18.
Talms, B.L. (Apar), April 11.	Tantalus, B. & S., April 18.
Tarn, Thorsen's, April 3.	Taybank, Bank Line, March 20.
Tjibembang, J.C.J. Line's, April 13.	Tjinegara, J.C.J. Line's, April 3.
Tjiselak, J.C.J. Line's, April 2.	Tjissara, J.C.J. Line's, March 26.
Toyma Maru, N.Y.K., March 27.	Trave, Melchers, April 18.
Trier, Melchers, April 5.	Yankuni Maru, N.Y.K., March 26.
Yoshio, B. & S., March 28.	

SHIPPING MOVEMENT

The R.M.S. "Empress of Japan" arrived at Shanghai on Sunday left the following day is due at Kobe on Wednesday and leaves Kobe on the same day for Yokohama, Honolulu and Victoria.



PRESIDENT LINERS
TOURIST CLASS

Travel on Famous President Liners at New Low Cost!

There is no reason now why even the thriftiest person may not travel on large, fast President Liners. The new Tourist Class brings these celebrated liners to you at fares that are comparable with the very lowest. See the comfortable outside staterooms and the ample deck space. Ask to look at some menus... Then buy your ticket "President Liner Tourist Class."

To SAN FRANCISCO 18 Days	To VICTORIA, SEATTLE 17 Days
via Shanghai, Kobe, Yokohama, Honolulu	via Shanghai, Kobe, Yokohama
Fortnightly sailings	Fortnightly sailing
Pres. Lincoln ... Apr. 9, 8 a.m.	Pres. Grant ... Mar. 30, 1 a.m.
Pres. Coolidge ... Apr. 30, Noon	Pres. Jefferson ... Apr. 13, 1 a.m.
Pres. Cleveland ... May 7, 8 a.m.	Pres. Jackson ... Apr. 27, 1 a.m.
Pres. Hoover ... May 18, Noon	Pres. McKinley ... May 11, 1 a.m.
Pres. Taft ... June 4, 8 a.m.	Pres. Grant ... May 25, 7 a.m.

EUROPE, NEW YORK	MANILA
Requires for round-trip tickets in Europe in connection with Lloyd Triestino.	THE MOST FREQUENT SERVICE
Next Sailings	Next Sailings
Pres. Polk ... Mar. 30, 8 a.m.	Pres. Polk ... Mar. 30, 8 a.m.
Pres. Adams ... Apr. 13, 8 a.m.	Pres. Lincoln ... Apr. 2, 6 p.m.
Pres. Harrison ... Apr. 27, 8 a.m.	Pres. Jefferson ... Apr. 6, 6 p.m.
Pres. Hayes ... May 11, 8 a.m.	Pres. Coolidge ... Apr. 11, 9 p.m.
Pres. Johnson ... May 25, 8 a.m.	Pres. Adams ... Apr. 13, 8 a.m.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PEDDER BUILDING—HONG KONG.
CANTON BRANCH—4, SHAKES ROAD.

CONSIGNEE NOTICES.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ANDRE LEBON."

ARRIVED HONG KONG ON THE 23RD MARCH, 1935.

From MARSEILLES, etc.

CONSIGNEES OF Cargo by the

above-named Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before Tuesday, 31st March, 1935, or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Thursday, the 28th March, 1935.

Consignees must have a Revenue Officer in attendance when any damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hong Kong, 22nd March, 1935. [3337]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE M.S. "FRIESLAND"

having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods, after being landed and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th March, 1935, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 28th March, 1935, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the Friday, 15th April, 1935, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 22nd March, 1935. [3338]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE S.S. "TIRPITZ"

having arrived from New York and Ports of call, Consignees of Cargo are hereby notified that their Goods, after being landed and placed at their risk into the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed.

Optional Cargo will not be landed here unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th March, 1935, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 28th March, 19

CHINA NAVIGATION COMPANY, LIMITED.

SINGAPORE	"MUNNAM"	On 26th Mar., 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 27th Mar., Noon
SHANGHAI		
Dairen & Newchwang	"TAMING"	On 27th Mar., 5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 27th Mar., 5 p.m.
SWATOW, AMOI & SHANGHAI	"KIUNGCHOW"	On 29th Mar., Noon
HOIHOW, PAKHOI & HAIPHONG	"YOCHEW"	On 29th Mar., 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZOCHUEN"	On 31st Mar., Noon
SWATOW & BANGKOK	"KWANGCHOW"	On 31st Mar., 1 p.m.
FOOCHOW, SHANGHAI		
Dairen & Newchwang	"TEAN"	On 31st Mar., 5 p.m.
HOIHOW & BANGKOK	"KAYING"	On 31st Mar., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUOCHOW"	On 31st Mar., Noon
AMOI & SHANGHAI	"TAIYUAN"	On 31st Mar., 5 p.m.
SWATOW, AMOI & SHANGHAI	"KIUNGCHOW"	On 31st Mar., Noon
HOIHOW, PAKHOI & HAIPHONG	"YOCHEW"	On 31st Mar., 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZOCHUEN"	On 31st Mar., Noon
SWATOW & BANGKOK	"KWANGCHOW"	On 31st Mar., 1 p.m.
FOOCHOW & SHANGHAI	"HUPHE"	On 31st Mar., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 31st Mar., Noon
AMOI & SHANGHAI	"TSINAN"	On 31st Mar., 5 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

Telephone 30331.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila Thursday, La. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (OIL BURNERS)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE

OPEN AIR SWIMMING POOL

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESSE CARRIED

Enjoy Your Leave in Australia and New Zealand, Hong Kong to Sydney—19 Days

FIRST CLASS FARE TO SYDNEY, 27/6 RETURN

LONDON (via Australia) from 21/27-15-0.

STEAMERS	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	9 April	18 April	19 April	5 May
TAIPING	9 May	17 May	20 May	6 June
CHANGTE	7 June	16 June	21 June	7 July
TAIPING	7 July	16 July	22 July	7 Aug.

AUSTRALIAN-ORIENTAL LINE, LIMITED

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For Freight or Passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone 30333.

MAERSK LINE

Fast regular FREIGHT and PASSENGER SERVICE

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LOS ANGELES, PANAMA, NEW YORK, BOSTON PHILADELPHIA & BALTIMORE.

If sufficient inducement offers also other ports of call.

Arrivals from U.S.A. Sailings to U.S.A.

... M.V. "GERTRUDE MAERSK" ... 27th March

2nd April ... M.V. "NORA MAERSK" ... 27th April

(All dates are subject to alteration without notice.)

EXCELLENT ACCOMMODATION FOR PASSENGERS AT MODERATE RATES.

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PRINCE LINE—SILVER LINE

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AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERSANDAL" ... March 31st, 1935

M.V. "JAVANESE PRINCE" ... May 12th, 1935

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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Telegram: Furprince.

DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOOCHOW & RETURN TUESDAYS AND FRIDAYS AT 3 P.M.

S.S. "SEISTAN" on WEDNESDAY, 27th MAR. 4 P.M.

S.S. "HAIYANG" on FRIDAY, 29th MAR. 3 P.M.

S.S. "HAINING" on TUESDAY, 2nd APR. 4 P.M.

Subject to alteration without notice.

SWATOW-HONGKONG SERVICE.

SAILINGS FROM HONGKONG

SUNDAYS & WEDNESDAYS AT 4 P.M.

S.S. "HAICHING" on SUNDAY, 31st MARCH

Arrivals and Departures from the Company's Wharf (Near Black Flag) FOOCHOW. FREE TICKETS will be issued from HONGKONG to FOOCHOW (Foods Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Time for Round Voyage 3 Days)

For Freight and Passage apply to—

DOUGLAS LARRAK & CO., LTD.

General Managers P. & O. Building.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.	
Seistan, Douglas, March 27.	
Tainan, B. & S., March 27.	
Haiyang, Douglas, March 29.	
Kiungchow, B. & S., March 29.	
Suisang, Jardine's, March 31.	
Haining, Douglas, April 2.	
Taiyuan, B. & S., April 3.	
Tjialak, J.C.J. Line, April 3.	
Sirdhana, B.I. (Apost), April 4.	
Tjinegara, J.C.J. Line, April 4.	
Tjikombang, J.C.J. Line, April 4.	
Tjibadati, J.C.J. Line, April 17.	
Chefoo.	
Hopang, Jardine's, April 7.	
Dairen.	
Taming, B. & S., March 27.	
City of Bristol, Bank Line, March 29.	
Patroclus, B. & S., March 30.	
Teon, B. & S., March 31.	
Trier, Melchers, April 8.	
City of Bagdad, Bank Line, April 9.	
Eumeneus, B. & S., April 9.	
Tjikombang, J.C.J. Line, April 14.	
Dardanus, B. & S., April 16.	
Trave, Melchers, April 18.	
Antenor, B. & S., April 27.	
Foochow.	
Seistan, Douglas, March 27.	
Haiyang, Douglas, March 29.	
Teon, B. & S., March 31.	
Haining, Douglas, April 2.	
Hopang, Jardine's, April 7.	
Huphe, B. & S., April 7.	
JAPAN (Direct).	
Ixion, B. & S., March 28.	
Suisang, Jardine's, March 31.	
Tjialak, J.C.J. Line, April 3.	
Tantalus, B. & S., April 20.	
Keelung.	
Heiyo Maru, N.Y.K., April 8.	
Newchwang.	
Taming, B. & S., March 27.	
Teon, B. & S., March 31.	
Shanghai and Japan.	
Achilles, B. & S., March 26.	
Yasukuni Maru, N.Y.K., March 26.	
Emp. of Britain, C.P.S., March 27.	
Gertrude Maersk, Jensen's, March 27.	
City of Bristol, Bank Line, March 29.	
Shantung, Gilman's, March 29.	
Ginyo Maru, N.Y.K., March 30.	
Pres. Grant, A.M. Line, March 30.	
Cordillera, Jensen's, March 31.	
Resolute, Jensen's, March 31.	
Nora Maersk, Jensen's, April 2.	
Nellore, E. & A. S.S. Co., April 3.	
Tarn, Thoresen's, April 3.	
Conte Verde, Lloyd Triestino, April 4.	
Ranchi, P. & O., April 4.	
Sirdhana, B.I. (Apost), April 4.	
Emp. of Asia, C.P.S., April 5.	
Felix Roussel, Messageries, April 5.	
Nohiro Maru, N.Y.K., April 5.	
Heiyo Maru, N.Y.K., April 8.	
Trier, Melchers, April 8.	
Kongo Maru, N.Y.K., April 9.	
Pres. Lincoln, Dollar's, April 9.	
Hakone Maru, N.Y.K., April 12.	
Mennon, B. & S., April 12.	
Duisburg, Jensen's, April 13.	
Pres. Jefferson, A.M. Line's, April 13.	
Dardanus, B. & S., April 16.	
Burdwan, P. & O., April 17.	
Tatsuta Maru, N.Y.K., April 17.	
Tai Ping, Doddwell's, April 18.	
Trave, Melchers, April 18.	
Emp. of Canada, C.P.S., April 19.	
Portos, Messageries, April 21.	
Nanking, Gilman's, April 23.	

SHANGHAI AND VIA PORTS.

Chakung, Jardine's, March 27.	
Suiyang, B. & S., March 27.	
Taming, B. & S., March 27.	
Tainan, B. & S., March 27.	
Kiungchow, B. & S., March 29.	
Patroclus, B. & S., March 30.	
Sandviken, Jardine's, March 31.	
Szechuen, B. & S., March 31.	
Teon, B. & S., March 31.	
Tjialak, J.C.J. Line, April 2.	
Hangang, Jardine's, April 3.	
Soochow, B. & S., April 3.	
Taiyuan, B. & S., April 3.	
Conte Verde, Lloyd Triestino, April 4.	
Tjinegara, J.C.J. Line, April 4.	
Huphe, B. & S., April 7.	
Eumeneus, B. & S., April 9.	
Adriatic, B. & S., April 14.	
Tjibadati, J.C.J. Line, April 17.	
Antenor, B. & S., April 27.	

Chakung, Jardine's, March 27.	
Seistan, Douglas, March 27.	
Suiyang, B. & S., March 27.	
Haiyang, Douglas, March 29.	
Kiungchow, B. & S., March 29.	
Haining, Douglas, March 31.	
Hiram, Thoresen's, March 31.	
Sandviken, Jardine's, March 31.	
Szechuen, B. & S., March 31.	
Haining, Douglas, April 2.	
Hangang, Jardine's, April 3.	
Soochow, B. & S., April 3.	
Hellas, Thoresen's, April 7.	
Hopang, Jardine's, April 7.	
Kalga, B. & S., April 7.	
Hermid, Thoresen's, April 14.	
Hellas, Thoresen's, April 28.	
Batavia.	
Tjialak, J.C.J. Line, March 28.	
Tjibadati, J.C.J. Line, April 6.	
Tjialak, J.C.J. Line, April 23.	
Belawan.	
Seale, Melchers, March 30.	
Neckar, Melchers, April 10.	
Brisbane.	
Nankin, E. & A. S.S. Co., April 5.	
Changte, B. & S., April 16.	
Kamo Maru, N.Y.K., April 27.	
Changte, B. & S., April 16.	
Cebu.	
Silverstrand, Furness, March 31.	
Changte, B. & S., April 16.	
Davao.	
Silverstrand, Furness, March 31.	
Kamo Maru, N.Y.K., April 27.	
Nora Maersk, Jensen's, April 4.	
Haiphong.	
Yochow, B. & S., March 29.	
Kingyuan, B. & S., April 5.	
Hobart.	
Nankin, E. & A. S.S. Co., April 5.	
Yochow, B. & S., March 29.	
Kaying, B. & S., April 2.	
Kingyuan, B. & S., April 5.	
Hollo.	
Nora Maersk, Jensen's, April 4.	
Kaviang.	
Bremerhaven, Melchers, April 27.	
Macassar.	
Tjialak, J.C.J. Line, April 2.	
Tjinegara, J.C.J. Line, April 18.	
Madang.	
Friderun, Melchers, April 3.	
Manila.	
Empire of Asia, C.P.S., March 28.	
Leyon, B. & S., March 28.	
Pres. Polk, Dollar's, March 30.	
Silverstrand, Furness, March 31.	
Nankin, E. & A. S.S. Co., April 2.	
Friderun, Melchers, April 3.	
Tjialak, J.C.J. Line, April 3.	
Canton, Gilman's, April 3.	
Friderun, Melchers, April 3.	
Pres. Jefferson, A.M. Line, April 4.	
Neckar, Melchers, April 10.	

EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Bahoa.	
Emp. of Britain, C.P.S., March 27.	
Gertrude Maersk, Jensen's, March 27.	
Pres. Lincoln, Dollar's, April 9.	
Tai Ping, Doddwell's, April 18.	
Baltimore.	
Gertrude Maersk, Jensen's, March 27.	
Boston and New York.	
Emp. of Britain, C.P.S., March 27.	
Gertrude Maersk, Jensen's, March 27.	
Nohiro Maru, N.Y.K., April 6.	
Heiyo Maru, N.Y.K., April 8.	
Kongo Maru, N.Y.K., April 9.	
Pres. Lincoln, Dollar's, April 9.	
Tai Ping, Doddwell's, April 18.	
Catania.	
Emp. of Britain, C.P.S., March 27.	
Gertrude Maersk, Jensen's, March 27.	
Pres. Lincoln, Dollar's, April 9.	
Tai Ping, Doddwell's, April 18.	
Honolulu.	
Emp. of Britain, C.P.S., March 27.	
Heiyo Maru, N.Y.K., April 8.	
Pres. Lincoln, Dollar's, April 9.	
Tatsuta Maru, N.Y.K., April 17.	
Tai Ping, Doddwell's, April 18.	
Los Angeles.	
Emp. of Britain, C.P.S., March 27.	
Gertrude Maersk, Jensen's, March 27.	
Corneville, Bank Line, April 1.	
Nohiro Maru, N.Y.K., April 6.	
Heiyo Maru, N.Y.K., April 8.	
Kongo Maru, N.Y.K., April 9.	
Pres. Lincoln, Dollar's, April 9.	
Tai Ping, Doddwell's, April 18.	
Mexico.	
Heiyo Maru, N.Y.K., April 8.	
Panama.	
Emp. of Britain, C.P.S., March 27.	
Gertrude Maersk, Jensen's, March 27.	
Nohiro Maru, N.Y.K., April 6.	
Heiyo Maru, N.Y.K., April 8.	
Kongo Maru, N.Y.K., April 9.	
Pres. Lincoln, Dollar's, April 9.	
Tai Ping, Doddwell's, April 18.	
Philadelphia.	
Gertrude Maersk, Jensen's, March 27.	
Portland and Puget Sound.	
Corneville, Bank Line, April 1.	
San Francisco.	
Emp. of Britain, C.P.S., March 27.	
Corneville, Bank Line, April 1.	
Nohiro Maru, N.Y.K., April 6.	
Kongo Maru, N.Y.K., April 9.	
Pres. Lincoln, Dollar's, April 9.	
Tai Ping, Doddwell's, April 18.	
Seattle.	
Ixion, B. & S., March 28.	
Pres. Grant, A.M. Line, March 30.	
Pres. Jefferson, A.M. Line, April 13.	
Tantalus, B. & S., April 20.	
South America (W.C.)	
Heiyo Maru, N.Y.K., April 8.	
Vancouver, B.C.	
Ixion, B. & S., March 28.	
Emp. of Asia, C.P.S., April 5.	
Emp. of Canada, C.P.S., April 19.	
Tantalus, B. & S., April 20.	
Victoria, B.C.	
Ixion, B. & S., March 28.	
Pres. Grant, A.M. Line, March 30.	
Emp. of Asia, C.P.S., April 5.	
Pres. Jefferson, A.M. Line, April 13.	
Emp. of Canada, C.P.S., April 19.	
Tantalus, B. & S., April 20.	

SOUTHWARD

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Australian Ports, East and West.	
Nankin, E. & A. S.S. Co., April 2.	
Changte, B. & S., April 16.	
Kamo Maru, N.Y.K., April 27.	
Bah.	
Tjialak, J.C.J. Line, April 2.	
Tjinegara, J.C.J. Line, April 18.	
Bangkok.	
Hiram, Thoresen's, March 31.	
Kwanchow, B. & S., March 31.	
Kaying, B. & S., April 2.	
Hellas, Thoresen's, April 7.	
Kalga, B. & S., April 7.	
Hermid, Thoresen's, April 14.	
Hellas, Thoresen's, April 28.	
Batavia.	
Tjialak, J.C.J. Line, March 28.	
Tjibadati, J.C.J. Line, April 6.	
Tjialak, J.C.J. Line, April 23.	
Belawan.	
Seale, Melchers, March 30.	
Neckar, Melchers, April 10.	
Brisbane.	
Nankin, E. & A. S.S. Co., April 5.	
Changte, B. & S., April 16.	
Kamo Maru, N.Y.K., April 27.	
Changte, B. & S., April 16.	
Cebu.	
Silverstrand, Furness, March 31.	
Changte, B. & S., April 16.	
Davao.	
Silverstrand, Furness, March 31.	
Kamo Maru, N.Y.K., April 27.	
Nora Maersk, Jensen's, April 4.	
Haiphong.	
Yochow, B. & S., March 29.	
Kingyuan, B. & S., April 5.	
Hobart.	
Nankin, E. & A. S.S. Co., April 5.	
Yochow, B. & S., March 29.	
Kaying, B. & S., April 2.	
Kingyuan, B. & S., April 5.	
Hollo.	
Nora Maersk, Jensen's, April 4.	
Kaviang.	
Bremerhaven, Melchers, April 27.	
Macassar.	
Tjialak, J.C.J. Line, April 2.	
Tjinegara, J.C.J. Line, April 18.	
Madang.	
Friderun, Melchers, April 3.	
Manila.	
Empire of Asia, C.P.S., March 28.	
Leyon, B. & S., March 28.	
Pres. Polk, Dollar's, March 30.	
Silverstrand, Furness, March 31.	
Nankin, E. & A. S.S. Co., April 2.	
Friderun, Melchers, April 3.	
Tjialak, J.C.J. Line, April 3.	
Canton, Gilman's, April 3.	
Friderun, Melchers, April 3.	
Pres. Jefferson, A.M. Line, April 4.	
Neckar, Melchers, April 10.	

Pres. Coolidge, Dollar's, April 11.	
Emp. of Canada, C.P.S., April 12.	
City of Birmingham, B.L., April 13.	
Duisburg, Jensen's, April 13.	
President Adams, Dollar's, April 13.	
Changte, B. & S., April 16.	
Tjinegara, J.C.J. Line, April 18.	
Oder, Melchers, April 23.	
Kamo Maru, N.Y.K., April 27.	
Melbourne.	
Nankin, E. & A. S.S. Co., April 2.	
Changte, B. & S., April 16.	
Kamo Maru, N.Y.K., April 27.	
Manila.	
Yochow, B. & S., March 29.	
Kingyuan, B. & S., April 5.	
Rabaul.	
Nankin, E. & A. S.S. Co., April 2.	
Friderun, Melchers, April 3.	
Bremerhaven, Melchers, April 27.	
Salamaua.	
Friderun, Melchers, April 3.	
Sandakan.	
Mausang, Jardine's, March 28.	
Sotrabia.	
Tjialak, J.C.J. Line, April 2.	
Tjinegara, J.C.J. Line, April 18.	
South Sea Islands.	
Tjialak, J.C.J. Line, April 2.	
Friderun, Melchers, April 3.	
Tjinegara, J.C.J. Line, April 18.	
Bremerhaven, Melchers, April 27.	
Sydney.	
Nankin, E. & A. S.S. Co., April 2.	
Changte, B. & S., April 16.	
Kamo Maru, N.Y.K., April 27.	
Thursday Island.	
Changte, B. & S., April 16.	

GOING HOME ON LEAVE?

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SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
CHICHIBU MARU (Starts from Kobe) Saturday, 6th April
TATSUTA MARU Wednesday, 17th April, at 10 a.m.
A-AMA MARU Wednesday, 8th May, at 10 a.m.

SEATTLE & VANCOUVER.

HIYE MARU (Starts from Kobe) Saturday, 6th April
HEIAN MARU (Starts from Kobe) Monday, 29th April
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
HARUNA MARU Saturday, 30th Mar.
KATORI MARU Saturday, 13th Apr.
KASHIMA MARU Saturday, 27th Apr.
SYDNEY & MELBOURNE via Manila and Ports.
KAMO MARU Saturday, 27th April
KITANO MARU Saturday, 25th May

BOMBAY via Singapore, Penang and Colombo.

TOYAMA MARU Thursday, 28th Mar.
TANGO MARU Thursday, 11th Apr.
MAYBASHI MARU Sunday, 28th Apr.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los

Angeles, Mexico and Panama.
HEIYO MARU Monday, 8th April

NEW YORK via Panama.

NOSHIO MARU Saturday, 6th Apr.
KONGO MARU Tuesday, 9th Apr.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.
LIMA MARU Monday, 15th Apr.

CALCUTTA via Singapore, Penang and Rangoon.

MURORAN MARU Friday, 28th Mar.
TOBA MARU Sunday, 7th Apr.
BENGALI MARU Monday, 15th Apr.

SHANGHAI, KOBE & YOKOHAMA.

YASUKUNI MARU Tuesday, 26th Mar.
GINYO MARU Saturday, 30th Mar.
HAKONE MARU Friday, 12th Apr.

FRENCH MAIL STEAMERS.
Sailings from Hong Kong:

To SHANGHAI — KOBE.

FELIX ROUSSEL . . . 5th April
BOETHOS 31st April
CHENONCEAUX . . . 4th May
D'ARTAGNAN . . . 18th May
ATHOS II 1st June
ARAMIS 14th June

To MARSEILLES via Saigon, Singapore,
Colombo, Djibouti (Aden),
Suez, Port-Said.

ARAMIS 26th Mar.
ANDRE LEBON . . . 8th Apr.
FELIX ROUSSEL . . 28th Apr.
BOETHOS 7th May
CHENONCEAUX . . . 31st May
D'ARTAGNAN . . . 4th June

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

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Messageries Maritimes

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.YESTERDAY'S FREIGHT
RETURNSIMPORTS 9,800 TONS:
THROUGH CARGO
900 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for Through	H.K. Ports.
Shun Chih.	Swatow 1,500	—
Taming.	Amoy 185	13
		1,665
Dutch		
Tjlsaroea.	Amoy 90	238
		90
		238
Japanese		
Karachi Maru.	Sakito 7,780	36
		7,780
Chinese		
Chong Lee.	Tsingtau 100	700
Tin Seng.	Fort Bayard 200	—
		300
		700
Total	9,835	987

ASIATIC DECK
PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Shun Chih (Br.), Swatow	21
Taming (Br.), Amoy	3
Tjlsaroea (Dut.), Amoy	290
Total	314

ARRIVALS AND
DEPARTURES

The arrivals and departures during the period under review were:—

British	Arr.	Dep.
Dutch	2	0
German	1	0
Norwegian	0	1
Japanese	1	3
Chinese	2	0
Total	6	4

WARSHIPS IN PORT

The following warships were in port yesterday:—

Basin—Tamar.
North Wall—Rainbow, Phoenix, Duncan.
South Wall—Tarantula, Moth and Orpheus.
East Wall—Herald and Parthian.
North Arm—Hermes, Lowestoft.
West Wall—Suffolk, Diana and Dainty.
In Dock—Bruce and Darnet.
Taikoo Dock—Otus.
Cosmopolitan Dock—Odin.
No. 2 Buoy—Berkwick.
No. 6 Buoy—Cornwall.
No. 7 Buoy—Decoy, Delight.
No. 8 Buoy—Grimsby.
No. 12 Buoy—Diamond.
No. 13 Buoy—Daring, Defender.

SHIPS IN HARBOUR

WHARVES

Kowloon—Empress of Britain, Ho Sang and Tergetea.
China Merchants—Hal Chen, Jardine Matheson's—Chak Sang, Osaka Shosen Kaisha—Canton Maru.
Douglas Laprak—Selstan.
Quarry Bay—Chengtu.
Salkong—Ou Chao.
Chiu On—Hydrangea.

DOCKS

Taikoo—H.M.S. Otus, King Lee, Hulchow, Nanning, Shantung and Panama Maru.

BUOYS

No. A4—Touraine.
No. A7—Tjlsaroea.
No. B1—Taming.
No. B3—Kwangchow.
No. B4—Hiram.
No. B5—Hafthor.
No. B7—Promise.
No. B9—Lyemmoon.
No. B10—Michael Jebesen.
No. B11—Chong Lee.
No. B12—Clara Jebesen.
No. B13—Kaltangata.
No. B15—Anshun.
No. B16—G. G. Paul Doumer.
No. B17—Shun Chih.
No. B18—Kamo.
No. B19—Yunnan.
No. B20—Mulan.
No. B21—Tsinan.
No. B22—Mau Sang.
No. B24—Toa Maru.
No. C1—Prosper.
No. C3—Yu Sang.
No. C4—Barge.

SHIPPING MOVEMENTS

The B.I. & Apcar steam ship "Santhia" will leave for Singapore, Port Swettenham, Penang and Calcutta on or about Saturday, March 30, 1935, at 10 a.m.

R.M.S. "Empress of Britain" on round-the-world cruise will leave here for New York via Shanghai (Woojung), Chingwangtao, Beppu, Kobe, Yokohama, Honolulu, Hilo, San Francisco and Panama Canal, at 8.00 a.m. to-morrow.

The Blue Funnel steam ship "Lyon" arrived from Shanghai yesterday.

The Blue Funnel steam ship "Agamemnon" will arrive from Shanghai to-day.

The Blue Funnel steam ship "Lycan" will arrive from Shanghai to-morrow.

The B.I. & Apcar Line steam ship "Santhia" will leave Amoy for this Port on the 27th instant, and is due here on the 28th instant.

FOREIGN

U. S. S. Augusta.
U. S. S. Mindanao.
U. S. S. Isabel.
Portuguese—Gonzales Zarco.
Japanese—Saga.

ARRIVALS

25TH MARCH

Tergetea, Italian steamer, 3,708 tons, Captain M. Scoplinch, from Haiphong, Kowloon Wharf—Lloyd Triestino.
Lyon, British steamer, 6,524 tons, Captain Watson, from Shanghai, Holt's Wharf—Butterfield and Swire.

Wing Lee, British steamer, 851 tons, Captain J. E. Harvey, from Hoihow, Stonecutters—Tal Fung & Co.

Kwangchow, British steamer, 1,572 tons, Captain E. H. Histed, from Swatow, buoy No. B3—B. & S.

Hai Chen, Chinese steamer, 2,113 tons, Captain H. Y. Hughes, from Tsingtau via Swatow, C. M. S. N. Wharf—C. M. S. N. & Co.

Hiram, Norwegian steamer, 1,109 tons, Captain T. Olsen, from Bangkok via Swatow, buoy No. B4—Thoresen & Co.

Tsang Woo, Chinese steamer, 1,049 tons, Captain Evarsen, from Saigon, buoy No. B6—Hing Lee.

Nanning, British steamer, 1,486 tons, Captain Paul, from Canton, Taikoo Dock—Butterfield and Swire.

Chong Lee, Chinese steamer, 1,249 tons, Captain M. Tanida, from Tsingtau, buoy No. B11—Yee Tai Hong.

Taming, British steamer, 1,356 tons, Captain J. Atkins, from Shanghai, buoy No. B1—Butterfield and Swire.

Shun Chih, British steamer, 1,776 tons, Captain W. Lee, from Saigon and Swatow, buoy No. B17—Wo Fat Sing.

Canton, French steamer, 976 tons, Captain Charlot, from Haiphong, buoy No. B2—M. M. & Co.

Yomachichi, American steamer, 3,673 tons, Captain J. W. Hatfield, from Manila, buoy No. A8—States & Co.

24TH MARCH

Taybank, British steamer, 3,431 tons, Captain J. Robertson, from Manila, Stonecutters—Bank Line.

Michael Jebesen, Danish steamer, 1,343 tons, Captain J. Jacobsen, from Hoihow, buoy No. B10—Chiu Seng Hong.

CLEARANCES.

25TH MARCH

Yunnan, for Swatow
Anshun, for Amoy
Hydrangea, for Swatow
Clara Jebesen, for Singapore
Taybank, for Shanghai
Chak Sang, for Canton
Hai Chen, for Canton
Chong Lee, for Canton
Taming, for Canton
Taming, for Canton
Tsinan, for Canton
Tung Lee, for Canton
Touraine, for Manila
Wing Lee, for Canton

P. & O., British India
Apcar and
Eastern & Australian
Lines(COMPANIES INCORPORATED IN ENGLAND).
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STRAITS, JAVA, BURMA, OCEANIA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"BHUTAN"	6,100	30th Mar.	Mars, Havre, L'Gon, H'g, B'dm, A'werp, & Hull.
"CATHAY"	15,000	6th April	Marseilles and London.
"BEHAR"	6,100	13th April	Bombay, Mars, Havre, L'Gon, H'g, B'dm, A'werp, & Hull.
"MIRZAPUR"	7,000	18th April	Strait, Colombo & Bombay.
"CORFU"	15,000	20th April	Marseilles and London.
"SOUDAN"	7,000	27th April	Mars, Havre, L'Gon, H'g, B'dm, A'werp, & Hull.
"RANCHI"	17,000	4th May	Bombay, Marseilles and London.
"NALDERA"	18,000	15th May	Bombay, Marseilles and London.
"BURDWAN"	8,000	25th May	Mars, Havre, L'Gon, H'g, B'dm, A'werp, & Hull.
"BANGALORE"	17,000	1st June	Bombay, Marseilles and London.
"RAJPUTANA"	17,000	15th June	Bombay, Marseilles and London.
"SOMALI"	7,000	22nd June	Mars, Havre, L'Gon, H'g, B'dm, A'werp, & Hull.
"MANTUA"	11,000	29th June	Bombay, Marseilles and London.
"CARTHAGE"	14,000	13th July	Bombay, Marseilles and London.
"BANGALORE"	6,000	20th July	Bombay, Mars, L'Gon, Havre, H'g, B'dm, A'werp, & Hull.
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles and London.
"KAMAR-EL-HIND"	11,000	10th Aug.	Bombay, Marseilles and London.
"BHUTAN"	6,000	17th Aug.	Bombay, Mars, Havre, L'Gon, H'g, B'dm, A'werp, & Hull.

* Cargo only. † Calls Casablanca.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SANTHA"	8,000	30th Mar.	Singapore, Penang & Calcutta.
"TALMA"	10,000	13th Apr.	
"SIRDHANA"	8,000	26th Apr.	
"TAKADA"	7,000	10th May	
"TILAWA"	10,000	24th May	

† Calls Port Swettenham
B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	2nd April	Manila, Batavia, Brisbane.
"NELLORRE"	7,000	3rd May	Manila, Batavia, Brisbane.
"TANDA"	7,000	1st June	Manila, Batavia, Brisbane.

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Steamship	Tons	From Hongkong (about)	Destination
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"RANCHI"	17,000	4th Apr.	Shanghai, Kobe & Yokohama.
"SIRDHANA"	8,000	14th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
"BURDWAN"	6,000	17th Apr.	S'hai, Kobe & Yokohama.
"TAKADA"	7,000	18th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
"NALDERA"	18,000	18th Apr.	S'hai, Kobe & Yokohama.
"BANGALORE"	17,000	2nd May	Amoy, S'hai, Moji, Kobe & Osaka.
"TILAWA"	10,000	2nd May	Amoy, S'hai, Moji, Kobe & Osaka.
"TANDA"	7,000	13th May	S'hai, Moji, Kobe, Osaka & Y'hama.
"SOMALI"	7,000	14th May	S'hai, Moji, Kobe & Y'hama.
"RAJPUTANA"	17,000	18th May	Shanghai, Kobe & Yokohama.
"SANTHA"	10,000	30th May	Amoy, S'hai, Moji, Kobe & Osaka.
"TALMA"	11,000	30th May	Shanghai, Kobe & Y'hama.
"NANKIN"	7,000	30th May	Amoy, S'hai, Moji, Kobe & Osaka.
"BANGALORE"	6,000	11th June	S'hai, Moji, Kobe, Osaka & Y'hama.
"CARTHAGE"	14,500	13th June	Shanghai, Kobe & Yokohama.
"SIRDHANA"	8,000	13th June	Amoy, S'hai, Moji, Kobe & Osaka.
"RAWALPINDI"	17,000	27th June	S'hai, Moji, Moji, Kobe & Osaka.
"TAKADA"	7,000	27th June	Amoy, S'hai, Moji, Kobe & Osaka.
"NELLORRE"	7,000	4th July	S'hai, Moji, Kobe & Yokohama.
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